Jeanette

BUS AND RAIL ROUTE PERFORMANCE

Period 4, 1994

Planning Division
Market Research Department

July, 1994
PMR-x94043

RESOURCES
SERVICE
STANDARDS
cta
PERFORMANCE
SERVICE

TRAN
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5264
B976b
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EXECUTIVE SUMMARY

CTA operates a transit system composed of 141 bus routes and 7 rapid transit routes. Although the operational requirements of the modes are different, they are designed to work as one whole system. The system is designed to take advantage of the best attributes of each mode: The routing flexibility of the bus system and the speed of the rail service.

This report provides performance information on CTA's bus routes for Period Four, 1994 and supplies data from the November, 1993 traffic count of the rail system. The CTA's Service Standards used in the production of this report are defined in Appendix A. More detailed bus performance criteria are displayed in Appendices B and C. The November Rail Traffic Report is provided in Appendix D.

Average weekday bus ridership, as reported from farebox data, has increased by 0.33% from 1993's ridership, but is down 17.5% since 1991. In the fourth period 1994, average weekday ridership was just over 960,000, compared to a 1993 figure of about 957,000 daily riders and 1,164,000 in 1991. This increase over last year is the second period in a row of bus ridership increases, as 1994 ridership appears to be stabilizing to 1993 levels.

The #81 Lawrence bus route continues to be CTA's most productive route. On weekdays, the #81 Lawrence recovered 176 percent of its direct (variable) operating costs. Once again the #9 Ashland bus route carried the most riders per weekday by averaging 29,810 riders a day during this period.

The rail system saw many changes within the last year. In October, 1993, the Midway Orange Line began operation--serving the southwest side of the city. The addition of a new rail line has also affected many of the existing bus routes within that corridor. In all, the rail system had a 3.5% increase in weekday ridership in November, 1993 over the previous year's figures. On average 432,600 rides were made each weekday, compared to 417,900 in November, 1992. This will be the last performance report to display ridership on the Green Line for two years, as service on that Rapid Transit line was temporarily suspended for reconstruction, beginning January, 1994.

PURPOSE

This report is produced as part of an ongoing effort to monitor service performance and make necessary adjustments. It is compiled four times a year - for the first, fourth, seventh, and tenth fiscal periods.

The publication of bus and rail route performance provides information not only to CTA management, but also to anyone interested in their CTA service. This includes community groups, political leaders, and the business community.

This report includes bus route performance for the fourth period of 1994 (March 27, 1994 to April 23, 1994), and statistics from the November, 1993 rail station count.

PERFORMANCE EVALUATION

Matching service levels to ridership levels is an ongoing exercise. The information presented in this report describes the relative performance of CTA's bus routes and rail stations. That is, how the performance of one bus route or rail station compares to the performance of others. The following narrative describes how this information is used by CTA's service planners. (The data sources, basic definitions, and computations are explained further in Appendix A.)

Bus System Performance

For the bus system, the key performance indicator is variable cost recovery. This measure directly ties service use to service cost. Variable costs include fuel, operator wages and fringe benefits, maintenance materials, tires, and lubricants. These costs change in direct proportion to service provided. An estimate of route revenue is divided by the route variable costs to obtain a route's variable cost recovery ratio.

For information purposes, total cost recovery is also provided in this report. Total cost recovery includes variable as well as overhead costs, and is useful for gauging system productivity relative to RTA-mandated goals.

A ranking of routes by variable cost recovery helps planning staff to target their efforts. Each route is assigned to a route classification (i.e. crosstowns, expresses, rapid transit feeders, etc.). Within each classification, routes are ranked and then grouped into the top 20 percent, middle 60 percent, and bottom 20 percent. Each group has different planning and marketing objectives that guide staff action.

Ranking	Objectives
top 20 percent	preserve/protect
middle 60 percent	improve/promote
bottom 20 percent	improve/eliminate

Of particular interest are those poorest performing routes that fail to recover at least 52 percent of their variable cost. These routes are evaluated for remedial changes or complete discontinuance within CTA's Bus Route Design Guidelines.

Exhibit I (pages 3-4) lists those bus routes that constitute CTA's "watch list" of poor performing routes by day of the week. This list indicates routes that rank in

EXHIBIT I BUS ROUTE WATCH LIST PERIOD 4, 1994

ROUTES TARGETED FOR REVIEW BY DAY TYPE

		WEEKDAY		SATURDAY		SUNDAY	
ROUTE	NAME	Bottom 20%	< 52% VCR	Bottom 20%	< 52% VCR	Bottom 20%	< 52% VCR
7	HARRISON			X		X	X
15	SHOPPERS LOOP	X					
16	LAKE STREET	X		X	X	X	X
18	16TH/18TH	X		X	X	X	X
23	WASHINGTON EXPRESS						X
24	WENTWORTH	X		X		X	X
27	SOUTH DEERING			X			
30	SOUTH CHICAGO	X		X	X	X	X
31	31ST	X	X	X	X		
32	WEST 31ST	X	X				
38	MICHIGAN EXPRESS			X	X		X
39	PERSHING	X		X	X	X	X
41	ELSTON/CLYBOURN	X					
43	43RD	X		X		X	X
48	SOUTH DAMEN	X					
49A	SOUTH WESTERN	X				X	X
54A	NORTH CICERO/SKOKIE BLVD	X					
56A	NORTH MILWAUKEE	X	X				
57	LARAMIE					X	X
59	59TH/61ST			X		X	X
62	ARCHER/LOCAL-EXPRESS					X	
62H	ARCHER/HARLEM (INCL. #62N & A)	X	X	X	X		
63W	WEST 63RD			X	X	X	X
64	FOSTER-CANFIELD		X				
65	GRAND			X		X	
68	NORTHWEST HWY					X	X
81W	WEST LAWRENCE						X
85A	NORTH CENTRAL			X	X		
86	NARRAGANSETT			X		X	X
88	HIGGINS				X		X
90N	NORTH HARLEM	X	X	X	X		
95E	93RD/95TH						X
96	LUNT		X				X
99	STEVENSON EXPRESS (INCL. #164)	X	X				
99M	MIDWAY EXPRESS	X	X				
103	WEST 103RD						X
106	103RD/106TH					X	X
110	MARQUETTE	X	X				
112	VINCENNES/111TH						X

EXHIBIT I BUS ROUTE WATCH LIST

PERIOD 4, 1994

ROUTES TARGETED FOR REVIEW BY DAY TYPE

		WEEKDAY		SATURDAY		SUNDAY	
ROUTE	NAME	Bottom 20%	< 52% VCR	Bottom 20%	< 52% VCR	Bottom 20%	< 52% VCR
127	MCCORM. PL./NW STATION	X	X				
131	WASHINGTON	X					
162	PULASKI/STEVENSON EXPR		X				
201	CENTRAL/SHERMAN	X		X			
202	MAIN/EMERSON	X	X				
203	RIDGE/GRANT	X					
204	DODGE			X	X		

the bottom 20 percent of their category, and those routes of particular concern with a variable cost recovery of less than 52 percent. Individual route information for all bus routes can be found in Appendices B and C.

Exhibit II (pages 6-12) compares average daily ridership by route and day of service for the fourth periods in 1991, 1992, 1993 and 1994.

Exhibit III (page 13) graphs the system-wide, weekday bus ridership averages since the CTA began collecting ridership by electronic farebox. As can be seen from this graph, 1994 unlinked trips have generally kept to their 1993 levels on the bus system, although 1993 and 1994 ridership is still much lower than in the previous years.

Rail System Performance

The key performance indicator used for station evaluations is the number of entering passengers. This report also displays a secondary indicator for station productivity, passengers per scheduled trip.

Exhibit IV (page 14) lists all of the Rapid Transit stations and the average entering weekday passengers. The stations are ranked by their volume of traffic and are divided into thirds. The highest third of the stations represents over 68% of the total rail traffic, whereas the bottom third produces less than 10% of rail traffic. These bottom one-third stations are reviewed to determine whether current station operations are appropriate. More station information is displayed in the November Rail Traffic Report, shown in Appendix D, including passengers separated by fare-type. A graph showing trends in rail ridership from 1970 is also displayed in the November report.

Exhibit V (page 15) contains a new service performance measure for the rail system, *passengers per trip.* Average weekday entering traffic is divided by the total scheduled number of trains that stop at each station on a given weekday. This measure is useful in comparing traffic figures between stations that have different levels of provided service, *e.g.*, skip-stops and all-stops. As can be seen, the 95th station on the Red Line (Dan Ryan) has the highest average with over 85 passengers boarding each trip that leaves that station. Throughout the entire system, the stations with the highest averages tend to be terminal stations, since they only have in-bound trips--half the number of trips at Mid-line stations.

EXHIBIT II 4TH PERIOD COMPARISON

WEEKDAY

		TOTAL RIDERS				% CHANGE
	ROUTE	1991	1992	1993	1994	93-94
SYS	TOTAL CTA SYSTEM	1,164,020	1,104,510	957,200	960,320	0.33%
1	INDIANA/HYDE PARK	10,030	9,110	7,710	7,310	-5.19%
2	HYDE PARK EXPRESS	1,110	900	1,070	940	-12.15%
3	KING DRIVE	22,710	21,500	19,970	19,710	-1.30%
4	COTTAGE GROVE	25,780	25,590	21,740	21,620	-0.55%
6	JEFFERY	19,010	18,810	15,720	15,580	-0.89%
7	HARRISON	6,070	6,350	4,870	4,640	-4.72%
8	HALSTED (INCL. #42) *	23,770	24,020	19,320	20,630	6.78%
8A	SOUTH HALSTED	3,840	3,840	3,580	3,570	-0.28%
9	ASHLAND	36,050	35,560	29,160	29,810	2.23%
11	LINCOLN	10,150	10,000	8,700	8,260	-5.06%
12	ROOSEVELT	11,030	8,720	8,000	7,510	-6.13%
14	S. LAKE SHORE EXP	10,190	9,910	8,880	8,640	-2.70%
15	SHOPPERS LOOP	0	0	510	570	11.76%
16	LAKE STREET	2,850	3,460	2,420	3,450	42.56%
17	WESTCHESTER	1,460	1,250	1,230	1,280	4.07%
18	16TH/18TH	3,870	3,560	2,690	2,790	3.72%
19	STADIUM EXPRESS	0	0	270	270	0.00%
20	MADISON	18,060	16,870	15,030	13,260	-11.78%
21	CERMAK	7,230	7,060	5,950	6,190	4.03%
22	CLARK	26,440	26,400	22,310	21,710	-2.69%
23	WASHINGTON EXPRESS	0	0	0	10,490	
24	WENTWORTH	8,510	7,960	7,030	7,080	0.71%
25	WEST CERMAK	1,130	920	890	870	-2.25%
27	SOUTH DEERING	6,410	5,890	5,310	4,110	-22.60%
28	STONY ISLAND	14,570	12,890	11,250	11,200	-0.44%
29	STATE	19,140	18,260	15,730	15,190	-3.43%
30	SOUTH CHICAGO	6,210	5,820	4,690	4,320	-7.89%
31	31ST	630	310	250	240	-4.00%
32	WEST 31ST	0	0	0	190	
33	MAGNIFICENT MILE EXPRESS	750	580	550	620	12.73%
34	SO. MICHIGAN (INCL. #119)	16,000	15,130	12,450	10,940	-12.13%
35	35TH	8,270	7,950	6,640	6,430	-3.16%
36	BROADWAY	22,450	23,100	17,820	18,560	4.15%
37	SEDGWICK/OGDEN	4,930	4,960	4,080	4,090	0.25%
38	MICHIGAN EXPRESS	0	0	0	6,310	
39	PERSHING	2,980	2,430	2,220	2,340	5.41%
41	ELSTON/CLYBOURN	2,870	2,580	2,100	1,880	-10.48%
43	43RD	2,740	2,270	1,340	1,310	-2.24%
44	WALLACE/RACINE	12,850	12,020	10,740	11,330	5.49%
47	47TH	10,770	10,500	9,740	9,080	-6.78%
48	SOUTH DAMEN	3,330	3,230	2,410	2,080	-13.69%
49	WESTERN	29,430	27,970	24,160	25,760	6.62%
49A	SOUTH WESTERN	1,580	1,730	1,570	1,490	-5.10%
49B	NORTH WESTERN	3,140	3,460	3,380	3,480	2.96%
50	DAMEN	11,880	11,210	9,090	9,280	2.09%
51	51ST	5,150	4,750	3,720	3,970	6.72%
52	KEDZIE/CALIFORNIA	13,730	12,900	11,010	10,720	-2.63%
52A	SOUTH KEDZIE	6,270	5,370	5,130	5,330	3.90%
53	PULASKI	25,860	24,480	20,240	19,970	-1.33%
53A	SOUTH PULASKI	10,850	9,740	9,000	10,460	16.22%
54	CICERO	13,080	12,940	10,210	10,250	0.39%
54A	NORTH CICERO/SKOKIE BLVD	2,260	1,830	1,630	1,750	7.36%
54B	SOUTH CICERO	5,680	4,790	4,490	5,690	26.73%
55	GARFIELD	13,790	13,580	12,000	12,160	1.33%

EXHIBIT II 4TH PERIOD COMPARISON

WEEKDAY

		TOTAL RIDERS				% CHANGE
	ROUTE	1991	1992	1993	1994	93-94
56	MILWAUKEE	18,470	19,590	15,930	15,280	-4.08%
56A	NORTH MILWAUKEE	1,130	1,180	1,150	710	-38.26%
57	LARAMIE	2,810	3,090	2,550	3,010	18.04%
59	59TH/61ST	4,160	3,920	3,140	3,910	24.52%
60	BLUE ISLAND/26TH	17,170	16,810	13,220	13,840	4.69%
61	ARCHER/FRANKLIN EXPRESS	4,560	3,920	3,320	1,250	-62.35%
62	ARCHER/LOCAL-EXPRESS	27,680	17,740	20,990	15,770	-24.87%
62H	ARCHER/HARLEM (INCL. #62N & A)	0	0	0	1,980	
63	63RD STREET	22,170	22,240	20,410	19,680	-3.58%
63W	WEST 63RD (INCL. #165)	0	0	0	2,230	
64	FOSTER-CANFIELD	420	370	260	260	0.00%
65	GRAND	7,950	8,340	6,820	7,260	6.45%
66	CHICAGO	18,370	19,350	17,110	17,630	3.04%
67	67TH/69TH/71ST	14,730	13,190	12,710	13,280	4.48%
68	NORTHWEST HWY	3,230	2,940	2,430	2,280	-6.17%
69	CUMBERLAND/EAST RIVER	510	480	450	420	-6.67%
70	DIVISION	12,240	11,150	10,320	10,010	-3.00%
71	71ST	7,380	7,540	6,290	6,340	0.79%
72	NORTH	14,900	13,950	12,820	13,370	4.29%
73	ARMITAGE	8,480	7,220	6,260	5,960	-4.79%
74	FULLERTON	13,080	12,140	10,800	11,590	7.31%
75	74TH/75TH	7,260	7,130	5,320	5,990	12.59%
76	DIVERSEY	16,520	14,570	12,700	13,090	3.07%
77	BELMONT	24,630	21,890	19,990	19,240	-3.75%
78	MONTROSE	9,850	8,780	7,820	9,080	16.11%
79	79TH	28,550	27,280	26,030	26,440	1.58%
80	IRVING PARK	14,430	12,900	11,630	11,750	1.03%
81	LAWRENCE	16,370	14,820	13,060	12,880	-1.38%
81W	WEST LAWRENCE	2,290	2,220	1,870	2,240	19.79%
82	KIMBALL/HOMAN	21,250	20,550	18,810	17,270	-8.19%
84	PETERSON	5,670	4,540	4,240	4,480	5.66%
85	CENTRAL	16,810	15,140	12,440	12,590	1.21%
85A	NORTH CENTRAL	1,250	1,080	1,120	1,030	-8.04%
86	NARRAGANSETT	2,450	2,200	1,770	2,390	35.03%
87	87TH	16,600	16,170	13,300	14,030	5.49%
88	HIGGINS	2,560	2,360	1,990	2,190	10.05%
90	HARLEM	5,290	4,460	4,040	4,030	-0.25%
90N	NORTH HARLEM	760	620	310	440	41.94%
91	AUSTIN	11,680	11,390	9,200	8,630	-6.20%
92	FOSTER	7,750	6,870	6,540	6,370	-2.60%
93	NORTH CALIFORNIA	3,000	2,720	1,910	2,090	9.42%
94	SOUTH CALIFORNIA	11,910	10,940	10,540	10,110	-4.08%
95E	93RD/95TH	8,230	7,390	5,010	5,620	12.18%
95W	95TH	6,410	6,240	4,710	4,960	5.31%
96	LUNT	1,680	1,510	1,210	1,150	-4.96%
97	SKOKIE	4,480	4,230	3,630	3,570	-1.65%
99	STEVENSON EXPRESS (INCL. #164)	5,880	5,580	5,120	1,500	-70.70%
99M	MIDWAY EXPRESS	800	700	400	130	-67.50%
100	JEFFERY MANOR EXPRESS	1,340	1,150	1,030	1,050	1.94%
103	WEST 103RD	4,880	4,450	4,150	3,610	-13.01%
106	103RD/106TH	3,760	3,340	3,290	3,070	-6.69%
108	HALSTED/95TH	5,990	5,120	4,290	4,650	8.39%
110	MARQUETTE	770	630	520	430	-17.31%
111	PULLMAN/111/115 (INCL. #104)	8,680	7,660	6,900	6,350	-7.97%
112	VINCENNES/111TH	4,350	4,540	3,740	3,870	3.48%

EXHIBIT II 4TH PERIOD COMPARISON

WEEKDAY

		TOTAL RIDERS				% CHANGE
	ROUTE	1991	1992	1993	1994	93-94
120	NW/WACKER EXPRESS	970	820	790	860	8.86%
121	UNION/WACKER EXPRESS	1,290	1,140	1,160	1,280	10.34%
122	ILLINOIS CTR/NW EXPRESS	560	490	420	480	14.29%
123	ILLINOIS/UNION EXPRESS	910	690	530	420	-20.75%
125	WATER TOWER EXPRESS	3,100	2,990	2,750	2,500	-9.09%
126	JACKSON	12,560	11,800	9,950	10,420	4.72%
127	MCCORM. PL./NW STATION	440	320	390	190	-51.28%
129	NORTHWEST/FRANKLIN	890	720	730	470	-35.62%
131	WASHINGTON	1,240	660	1,130	1,060	-6.19%
135	WILSON/LASALLE EXPRESS	3,180	3,170	3,080	2,730	-11.36%
136	SHERIDAN/LASALLE EXPRESS	1,950	1,830	1,610	1,710	6.21%
145	WILSON/MICHIGAN	8,900	9,290	7,900	8,250	4.43%
146	MARINE/MICHIGAN	10,500	10,150	8,720	8,960	2.75%
147	OUTER DRIVE EXPRESS	10,700	9,720	8,750	8,220	-6.06%
151	SHERIDAN	28,520	26,710	22,870	24,650	7.78%
152	ADDISON	16,260	16,220	13,550	12,650	-6.64%
154	WRIGLEY FIELD EXPRESS	0	250	180	300	66.67%
155	DEVON	8,820	7,980	6,990	6,760	-3.29%
156	LASALLE	12,650	11,050	10,520	10,650	1.24%
157	STREETERVILLE	4,820	4,120	3,350	2,810	-16.12%
162	PULASKI/STEVENSON EXPR	3,110	2,490	2,420	760	-68.60%
201	CENTRAL/SHERMAN	2,420	1,720	1,570	1,390	-11.46%
202	MAIN/EMERSON	970	720	580	550	-5.17%
203	RIDGE/GRANT	1,780	1,830	1,680	1,720	2.38%
204	DODGE	2,060	2,230	1,660	1,810	9.04%

* The ridership for the #42 is only included in 1994's data for the #8.

Note: Figures were obtained from electronic farebox and represent unadjusted, unlinked trips. The farebox cannot account for passengers boarding at the rear door, operator errors or equipment failures, therefore figures shown are approximate and lower than actual ridership. Because of ridership not assigned to any scheduled route, Total CTA System Ridership is larger than the sum of route ridership values.

EXHIBIT II 4TH PERIOD COMPARISON

SATURDAY

		TOTAL RIDERS				% CHANGE
	ROUTE	1991	1992	1993	1994	93-94
SYS	TOTAL CTA SYSTEM	713,170	692,950	609,550	615,650	1.00%
1	INDIANA/HYDE PARK	5,120	4,690	4,770	4,240	-11.11%
3	KING DRIVE	13,950	12,560	12,100	12,860	6.28%
4	COTTAGE GROVE	19,480	17,800	17,120	17,490	2.16%
6	JEFFERY	13,090	13,400	12,820	11,610	-9.44%
7	HARRISON	1,340	1,400	1,340	1,170	-12.69%
8	HALSTED	18,620	20,240	17,250	15,580	-9.68%
8A	SOUTH HALSTED	2,800	3,100	3,140	3,280	4.46%
9	ASHLAND	28,230	28,640	22,770	23,230	2.02%
11	LINCOLN	3,370	2,900	2,890	2,700	-6.57%
12	ROOSEVELT	6,300	5,780	6,060	5,650	-6.77%
16	LAKE STREET	870	1,030	970	1,500	54.64%
18	16TH/18TH	2,630	1,950	1,500	1,600	6.67%
19	STADIUM EXPRESS	0	0	0	280	
20	MADISON	13,500	13,950	11,720	10,150	-13.40%
21	CERMAK	5,490	5,070	5,590	5,500	-1.61%
22	CLARK	22,530	21,220	18,580	18,480	-0.54%
23	WASHINGTON EXPRESS	0	0	0	5,600	
24	WENTWORTH	3,690	3,430	2,810	2,900	3.20%
25	WEST CERMAK	1,380	1,080	1,090	940	-13.76%
27	SOUTH DEERING	4,360	4,150	3,450	3,090	-10.43%
28	STONY ISLAND	10,070	10,840	9,150	8,820	-3.61%
29	STATE	13,670	13,700	11,920	10,480	-12.08%
30	SOUTH CHICAGO	2,880	3,120	2,220	2,210	-0.45%
31	31ST	250	210	200	140	-30.00%
34	SO. MICHIGAN (INCL. #119)	11,040	11,310	9,280	9,020	-2.80%
35	35TH	4,600	4,130	3,710	3,790	2.16%
36	BROADWAY	21,670	21,450	16,950	16,200	-4.42%
38	MICHIGAN EXPRESS	0	0	0	3,960	
39	PERSHING	1,360	1,270	1,290	960	-25.58%
43	43RD	1,550	1,360	890	870	-2.25%
44	WALLACE/RACINE	4,590	4,940	4,720	4,180	-11.44%
47	47TH	7,960	7,800	7,120	7,500	5.34%
49	WESTERN	20,340	19,740	17,000	17,890	5.24%
49A	SOUTH WESTERN	1,130	1,600	1,600	1,590	-0.63%
49B	NORTH WESTERN	1,810	2,660	2,160	2,630	21.76%
50	DAMEN	6,570	6,710	5,160	4,900	-5.04%
51	51ST	3,510	3,850	2,870	3,270	13.94%
52	KEDZIE/CALIFORNIA	8,780	9,250	8,300	8,110	-2.29%
52A	SOUTH KEDZIE	3,440	3,220	3,470	3,210	-7.49%
53	PULASKI	18,460	17,970	14,780	13,690	-7.37%
53A	SOUTH PULASKI	4,110	3,780	3,340	3,500	4.79%
54	CICERO	9,420	9,050	7,470	8,160	9.24%
54B	SOUTH CICERO	4,990	4,740	4,940	4,890	-1.01%
55	GARFIELD	9,870	9,690	8,370	8,850	5.73%
56	MILWAUKEE	15,140	13,210	12,020	11,310	-5.91%
57	LARAMIE	970	1,220	1,150	1,030	-10.43%
59	59TH/61ST	2,400	2,690	2,170	2,510	15.67%
60	BLUE ISLAND/26TH	11,060	11,270	9,480	10,220	7.81%
62	ARCHER/LOCAL-EXPRESS	12,190	6,610	9,550	8,810	-7.75%
62H	ARCHER/HARLEM (INCL. #62N)	0	0	0	980	
63	63RD STREET	14,860	15,090	14,690	15,450	5.17%
63W	WEST 63RD	0	0	0	1,100	
65	GRAND	4,290	4,120	3,530	3,970	12.46%
66	CHICAGO	12,930	13,800	11,710	12,140	3.67%

EXHIBIT II 4TH PERIOD COMPARISON

SATURDAY

		TOTAL RIDERS				% CHANGE
	ROUTE	1991	1992	1993	1994	93-94
67	67TH/69TH/71ST	11,190	9,910	10,000	9,320	-6.80%
68	NORTHWEST HWY	1,110	920	1,000	850	-15.00%
70	DIVISION	8,910	10,050	8,390	8,500	1.31%
71	71ST	5,300	5,850	5,310	5,000	-5.84%
72	NORTH	9,790	10,100	9,890	10,000	1.11%
73	ARMITAGE	5,280	4,700	4,550	3,970	-12.75%
74	FULLERTON	8,280	8,170	8,790	9,240	5.12%
75	74TH/75TH	4,950	5,430	4,540	5,060	11.45%
76	DIVERSEY	12,700	10,600	10,010	10,280	2.70%
77	BELMONT	15,810	14,100	13,360	13,010	-2.62%
78	MONTROSE	7,090	6,330	5,680	5,820	2.46%
79	79TH	22,940	23,030	21,320	21,480	0.75%
80	IRVING PARK	10,920	8,820	7,740	7,670	-0.90%
81	LAWRENCE	12,720	12,830	10,290	11,050	7.39%
81W	WEST LAWRENCE	1,340	1,430	1,150	1,210	5.22%
82	KIMBALL/HOMAN	13,130	12,330	10,300	10,660	3.50%
84	PETERSON	2,950	2,660	2,410	2,220	-7.88%
85	CENTRAL	10,680	10,870	8,180	8,450	3.30%
85A	NORTH CENTRAL	180	300	180	220	22.22%
86	NARRAGANSETT	1,440	1,470	1,090	1,300	19.27%
87	87TH	9,890	11,440	8,900	8,610	-3.26%
88	HIGGINS	1,160	910	990	770	-22.22%
90	HARLEM	3,820	3,550	3,320	3,280	-1.20%
90N	NORTH HARLEM	480	210	140	100	-28.57%
91	AUSTIN	5,560	5,870	4,980	4,650	-6.63%
92	FOSTER	4,410	4,410	4,120	4,150	0.73%
93	NORTH CALIFORNIA	1,620	1,620	1,270	1,210	-4.72%
94	SOUTH CALIFORNIA	5,030	5,040	4,520	4,330	-4.20%
95E	93RD/95TH	6,040	4,940	3,590	3,800	5.85%
95W	95TH	7,100	7,120	4,660	4,630	-0.64%
96	LUNT	890	930	780	670	-14.10%
97	SKOKIE	2,940	3,070	2,640	2,680	1.52%
103	WEST 103RD	2,210	2,000	1,530	1,490	-2.61%
106	103RD/106TH	1,090	860	1,130	1,310	15.93%
108	HALSTED/95TH	2,670	2,620	2,490	2,690	8.03%
111	PULLMAN/111/115	4,890	4,490	4,230	4,040	-4.49%
112	VINCENNES/111TH	2,230	1,670	1,390	1,580	13.67%
126	JACKSON	5,970	5,990	4,820	5,400	12.03%
145	WILSON/MICHIGAN	5,580	4,750	4,120	4,340	5.34%
146	MARINE/MICHIGAN	6,610	5,890	5,020	5,470	8.96%
147	OUTER DRIVE EXPRESS	6,780	5,830	4,970	5,430	9.26%
151	SHERIDAN	21,490	18,720	16,600	16,730	0.78%
152	ADDISON	6,170	6,470	5,490	5,590	1.82%
155	DEVON	6,020	5,320	5,450	4,940	-9.36%
201	CENTRAL/SHERMAN	790	980	840	930	10.71%
204	DODGE	970	790	750	540	-28.00%

Note: Figures were obtained from electronic farebox and represent unadjusted, unlinked trips. The farebox cannot account for passengers boarding at the rear door, operator errors or equipment failures, therefore figures shown are approximate and lower than actual ridership. Because of ridership not assigned to any scheduled route, Total CTA System Ridership is larger than the sum of route ridership values.

EXHIBIT II 4TH PERIOD COMPARISON

SUNDAY

	ROUTE	TOTAL RIDERS 1991	1992	1993	1994	% CHANGE 93-94
SYS	TOTAL CTA SYSTEM	470,550	425,500	369,810	383,990	3.83%
1	INDIANA/HYDE PARK	3,560	3,150	3,040	3,210	5.59%
3	KING DRIVE	9,520	8,670	7,830	8,490	8.43%
4	COTTAGE GROVE	13,760	12,320	10,300	11,470	11.36%
6	JEFFERY	6,480	7,070	6,410	6,240	-2.65%
7	HARRISON	360	360	330	310	-6.06%
8	HALSTED	15,740	14,800	13,090	12,240	-6.49%
8A	SOUTH HALSTED	1,860	1,950	1,610	1,520	-5.59%
9	ASHLAND	19,550	17,610	15,680	14,850	-5.29%
11	LINCOLN	1,760	1,470	1,520	1,380	-9.21%
12	ROOSEVELT	5,580	5,110	4,520	4,240	-6.19%
16	LAKE STREET	600	670	470	680	44.68%
18	16TH/18TH	2,080	1,140	1,120	1,180	5.36%
19	STADIUM EXPRESS	0	0	150	300	100.00%
20	MADISON	8,080	7,470	6,770	6,910	2.07%
21	CERMAK	3,460	3,450	3,200	3,230	0.94%
22	CLARK	17,830	14,870	13,750	13,710	-0.29%
23	WASHINGTON EXPRESS	0	0	0	2,690	
24	WENTWORTH	2,580	1,990	1,910	1,760	-7.85%
25	WEST CERMAK	1,160	880	730	690	-5.48%
27	SOUTH DEERING	2,890	2,770	1,970	1,680	-14.72%
28	STONY ISLAND	7,330	6,190	5,280	5,690	7.77%
29	STATE	9,510	8,950	7,430	7,070	-4.85%
30	SOUTH CHICAGO	1,660	740	830	520	-37.35%
34	SO. MICHIGAN (INCL. #119)	8,740	6,770	5,930	5,530	-6.75%
35	35TH	2,500	2,220	2,140	1,640	-23.36%
36	BROADWAY	13,840	13,580	10,740	10,820	0.74%
38	MICHIGAN EXPRESS	0	0	0	2,040	
39	PERSHING	1,020	820	660	800	21.21%
43	43RD	1,110	0	430	450	4.65%
44	WALLACE/RACINE	2,850	2,960	2,810	2,480	-11.74%
47	47TH	5,170	4,900	4,680	4,710	0.64%
49	WESTERN	13,920	12,620	10,720	11,190	4.38%
49A	SOUTH WESTERN	770	650	600	570	-5.00%
49B	NORTH WESTERN	1,190	1,490	1,860	1,810	-2.69%
50	DAMEN	4,470	4,220	3,520	3,500	-0.57%
51	51ST	2,790	2,250	2,000	2,150	7.50%
52	KEDZIE/CALIFORNIA	6,250	6,450	5,470	5,400	-1.28%
52A	SOUTH KEDZIE	2,000	1,920	1,870	1,700	-9.09%
53	PULASKI	12,120	10,420	8,660	8,830	1.96%
53A	SOUTH PULASKI	2,570	2,100	1,790	1,780	-0.56%
54	CICERO	5,970	5,430	3,880	4,040	4.12%
54B	SOUTH CICERO	3,540	2,700	2,900	3,020	4.14%
55	GARFIELD	7,490	5,730	5,190	6,060	16.76%
56	MILWAUKEE	9,930	8,990	7,260	6,620	-8.82%
57	LARAMIE	850	700	550	400	-27.27%
59	59TH/61ST	1,770	1,760	1,070	1,490	39.25%
60	BLUE ISLAND/26TH	7,660	6,940	6,110	6,720	9.98%
62	ARCHER/LOCAL-EXPRESS	8,650	7,870	6,600	5,650	-14.39%
63	63RD STREET	9,860	10,310	9,250	10,430	12.76%
63W	WEST 63RD	0	0	0	330	
65	GRAND	2,670	2,190	2,040	2,010	-1.47%
66	CHICAGO	9,140	8,880	7,860	7,580	-3.56%
67	67TH/69TH/71ST	8,000	6,790	5,460	6,020	10.26%
68	NORTHWEST HWY	500	400	350	340	-2.86%

EXHIBIT II 4TH PERIOD COMPARISON

SUNDAY

		TOTAL RIDERS				% CHANGE
	ROUTE	1991	1992	1993	1994	93-94
70	DIVISION	6,710	6,240	5,060	6,030	19.17%
71	71ST	3,670	3,380	3,100	3,330	7.42%
72	NORTH	7,380	6,890	6,500	6,600	1.54%
73	ARMITAGE	3,520	2,770	2,050	2,020	-1.46%
74	FULLERTON	6,530	5,680	5,630	5,490	-2.49%
75	74TH/75TH	3,190	3,480	2,510	3,040	21.12%
76	DIVERSEY	8,040	6,810	6,040	6,540	8.28%
77	BELMONT	9,500	9,090	8,370	8,340	-0.36%
78	MONTROSE	4,830	4,710	3,700	4,410	19.19%
79	79TH	13,540	15,170	13,040	13,060	0.15%
80	IRVING PARK	7,170	5,110	5,140	4,960	-3.50%
81	LAWRENCE	9,090	8,270	7,480	7,860	5.08%
81W	WEST LAWRENCE	750	520	440	530	20.45%
82	KIMBALL/HOMAN	7,510	7,570	6,050	7,170	18.51%
84	PETERSON	1,630	1,380	1,100	1,270	15.45%
85	CENTRAL	7,820	6,860	4,920	4,920	0.00%
86	NARRAGANSETT	1,010	820	660	610	-7.58%
87	87TH	5,650	4,800	4,320	4,270	-1.16%
88	HIGGINS	820	540	620	610	-1.61%
90	HARLEM	2,370	1,910	1,660	1,880	13.25%
91	AUSTIN	3,390	3,240	2,770	2,670	-3.61%
92	FOSTER	3,080	2,780	2,300	2,870	24.78%
94	SOUTH CALIFORNIA	2,780	2,510	2,780	2,650	-4.68%
95E	93RD/95TH	3,290	3,100	2,210	2,640	19.46%
95W	95TH	3,990	3,250	1,910	1,980	3.66%
96	LUNT	670	510	470	420	-10.64%
97	SKOKIE	1,330	1,340	1,030	1,160	12.62%
103	WEST 103RD	1,500	820	860	1,050	22.09%
106	103RD/106TH	460	310	330	510	54.55%
108	HALSTED/95TH	2,280	1,840	1,600	1,810	13.13%
111	PULLMAN/111/115	2,610	3,610	2,010	2,110	4.98%
112	VINCENNES/111TH	1,270	1,040	940	1,070	13.83%
126	JACKSON	4,370	3,600	3,130	3,230	3.19%
145	WILSON/MICHIGAN	2,890	2,740	2,060	2,380	15.53%
146	MARINE/MICHIGAN	4,240	3,810	3,470	3,520	1.44%
151	SHERIDAN	17,040	14,190	12,420	12,820	3.22%
152	ADDISON	4,150	3,760	3,100	3,310	6.77%
155	DEVON	4,190	3,230	2,970	3,500	17.85%

Note: Figures were obtained from electronic farebox and represent unadjusted, unlinked trips. The farebox cannot account for passengers boarding at the rear door, operator errors or equipment failures, therefore figures shown are approximate and lower than actual ridership. Because of ridership not assigned to any scheduled route, Total CTA System Ridership is larger than the sum of route ridership values.

EXHIBIT III BUS RIDERSHIP TRENDS

SYSTEM-WIDE WEEKDAY AVERAGE

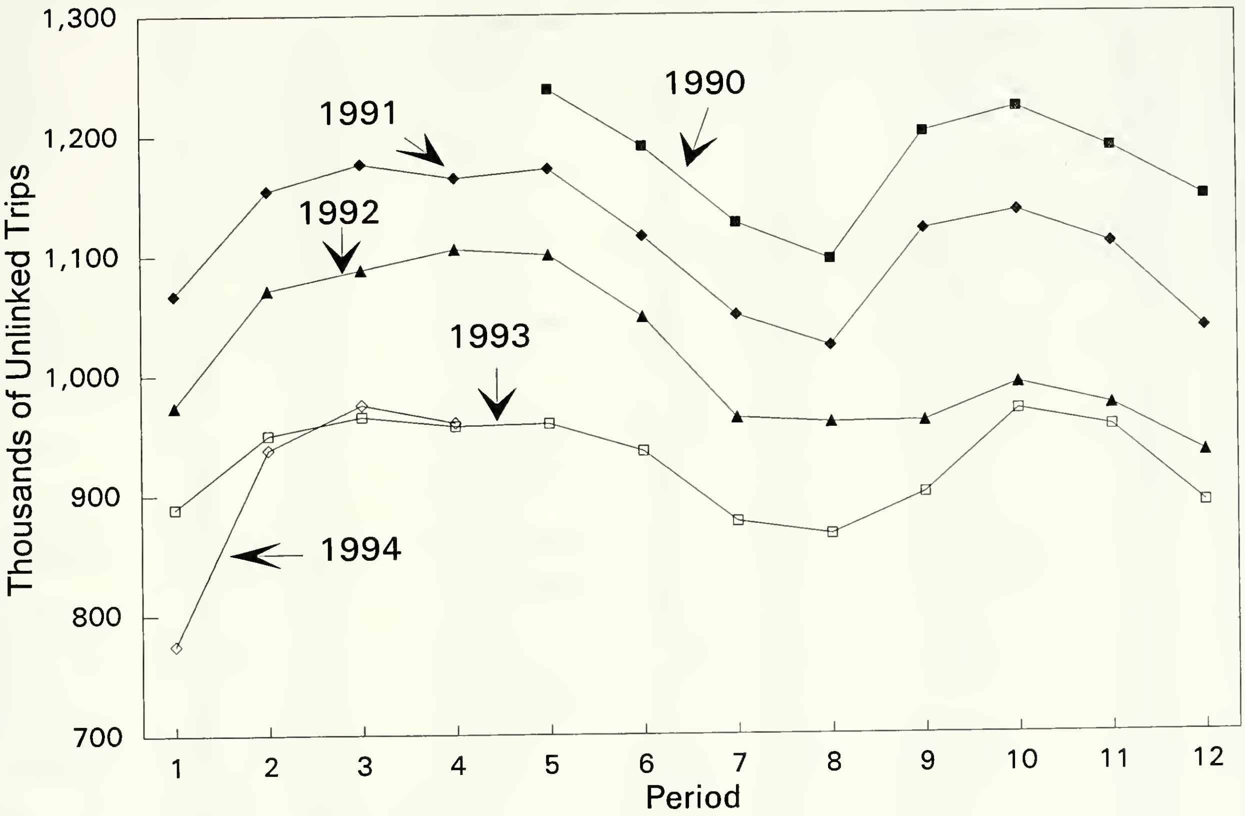


EXHIBIT IV NOVEMBER 1993 WEEKDAY STATION ENTERING TRAFFIC

Top Third

Station	Route	Riders
Washington	Red	19,350
95	Red	18,050
Chicago	Red	11,200
Jackson	Red	10,900
Washington	Blue	10,700
Clark/Lake	Loop	10,400
Belmont	Red	9,200
Fullerton	Red	8,700
Jefferson Park	Blue	8,050
Howard	Red	7,700
79	Red	7,650
Monroe	Red	7,000
69	Red	6,900
Monroe	Blue	6,750
O'Hare	Blue	6,750
Jackson	Blue	6,650
State/Lake	Loop	6,100
Clark/Division	Red	5,950
Grand	Red	5,900
Adams/Wabash	Loop	5,700
U of I-Halsted	Blue	5,600
River Road	Blue	5,550
Loyola	Red	5,400
87	Red	5,150
Belmont	Blue	5,100
Logan Square	Blue	4,700
Wilson	Red	4,700
Bryn Mawr	Red	4,550
Morse	Red	4,250
Cumberland	Blue	4,250
Madison/Wells	Loop	4,200
Irving Park	Blue	4,000
Merchandise Mart	Brown	3,900
Pulaski	Orange	3,900
Desplaines	Blue	3,800
Harlem (O'Hare)	Blue	3,800
Kimball	Brown	3,800
Garfield	Red	3,750
Midway	Orange	3,750
Addison	Red	3,500
Sheridan	Red	3,500
Division	Blue	3,500
Randolph/Wabash	Loop	3,450
Damen	Blue	3,450
Madison/Wabash	Loop	3,400
63	Red	3,300
Davis	Purple	3,300
Western	Brown	3,200

Middle Third

Station	Route	Riders
--- Average Traffic Per Station = 3,000 ---		
Diversey	Brown	3,000
Quincy/Wells	Loop	3,000
Sox-35	Red	3,000
Armitage	Brown	2,750
Dempster	Yellow	2,650
Polk	Blue	2,600
Roosevelt	Red	2,600
Grenville	Red	2,550
LaSalle/Van Buren	Loop	2,550
54th/Cermak	Blue	2,550
Berwyn	Red	2,500
Harlem	Green	2,350
Clinton	Blue	2,350
Addison	Blue	2,350
Thorndale	Red	2,150
LaSalle	Blue	2,100
Argyle	Red	2,100
Western (O'Hare)	Blue	2,100
Lawrence	Red	2,050
47	Red	2,000
Racine	Blue	2,000
Irving Park	Brown	1,950
Chicago	Brown	1,950
Central	Green	1,950
Ashland (Englewood)	Green	1,900
North/Clybourn	Red	1,850
Austin	Blue	1,850
Southport	Brown	1,800
Montrose	Blue	1,800
Harrison	Red	1,800
Cermak-Chinatown	Red	1,800
Austin	Green	1,750
Medical Center	Blue	1,700
California (O'Hare)	Blue	1,700
Linden	Purple	1,650
Chicago	Blue	1,650
Western	Orange	1,650
Kedzie	Orange	1,650
Cicero (Douglas)	Blue	1,600
Kedzie (Congress)	Blue	1,600
Randolph/Wells	Loop	1,600
Oak Park	Blue	1,550
Addison	Brown	1,550
Damen	Brown	1,450
Montrose	Brown	1,450
47	Green	1,450
Main	Purple	1,350
Jarvis	Red	1,350

Bottom Third

STATION	ROUTE	RIDERS
Pulaski	Green	1,300
California (Douglas)	Blue	1,250
Pulaski (Congress)	Blue	1,250
Tech-35	Green	1,200
Kedzie	Brown	1,200
Wellington	Brown	1,200
35th/Archer	Orange	1,200
51	Green	1,150
Cicero (Congress)	Blue	1,150
Clinton	Green	1,100
Sedgwick	Brown	1,100
Cicero	Green	1,100
18	Blue	1,050
Laramie	Green	1,000
Paulina	Brown	1,000
Roosevelt	Orange	1,000
Central	Purple	950
Ridgeland	Green	900
Oak Park	Green	900
Harlem (Congress)	Blue	900
Pulaski (Douglas)	Blue	900
43	Green	850
South Blvd	Purple	850
Halsted	Orange	850
Ashland (Lake)	Green	800
King Drive	Green	800
Cottage Grove	Green	800
Rockwell	Brown	800
Dempster	Purple	800
Ashland	Orange	800
Central Park	Blue	750
Western (Douglas)	Blue	750
Western (Congress)	Blue	750
Kedzie (Douglas)	Blue	700
Halsted (Englewood)	Green	700
Francisco	Brown	650
Garfield	Green	650
Hoyne	Blue	650
University	Green	600
Halsted (Lake)	Green	600
Foster	Purple	600
61	Green	600
Noyes	Purple	550
Homan	Green	550
Kildare	Blue	550
Indiana	Green	500
58	Green	450
Kedzie	Green	450
Racine	Green	400

EXHIBIT V PASSENGERS PER TRIP

Station	Passengers/Trip
BLUE LINE (O'HARE-CONGRESS/DOUGLAS)	
Desplaines	38.38
O'Hare	33.25
Washington	28.82
54th/Cermak	26.29
Jefferson Park	20.18
Monroe	16.92
Jackson	16.67
U of I-Halsted	14.04
River Road	13.91
Polk	13.40
Belmont	12.78
Logan Square	11.78
Addison	11.89
Cumberland	10.65
Western (O'Hare)	10.45
Irving Park	10.03
Harlem (O'Hare)	9.52
Austin	9.34
Montrose	8.78
Division	8.77
Damen	8.85
Medical Center	8.59
California (O'Hare)	8.29
Cicero (Douglas)	8.25
Kedzie (Congress)	8.08
Oak Park	7.83
LaSalle	7.05
California (Douglas)	6.44
Pulaski (Congress)	6.31
Clinton	5.89
Cicero (Congress)	5.81
Chicago	5.54
18	5.41
Racine	5.10
Pulaski (Douglas)	4.64
Harlem (Congress)	4.55
Central Park	3.87
Western (Douglas)	3.87
Western (Congress)	3.79
Kedzie (Douglas)	3.61
Hoyne	3.35
Kildare	2.84
LOOP-DOWNTOWN ELEVATED	
Madison/Wells	18.10
Quincy/Wells	12.93
LaSalle/Van Buren	10.99
Clark/Lake	10.68
State/Lake	10.48
Adams/Wabash	9.79
Randolph/Wells	6.90
Randolph/Wabash	5.93
Madison/Wabash	5.84

Station	Passengers/Trip
BROWN LINE (RAVENSWOOD)	
Kimball	25.17
Merchandise Mart	11.61
Diversey	11.19
Western	10.60
Armitage	10.28
Southport	6.67
Irving Park	6.46
Chicago	5.80
Addison	5.78
Montrose	5.37
Damen	5.37
Wellington	5.13
Sedgwick	4.66
Kedzie	3.97
Paulina	3.73
Rockwell	2.96
Francisco	2.43
GREEN LINE (LAKE-ENGLEWOOD/JACKSON PARK	
Ashland (Englewood)	21.59
Harlem	13.43
King Drive	9.20
Cottage Grove	9.20
Central	7.80
Austin	7.00
61	8.90
University	8.90
47	5.80
Laramie	5.71
Pulaski	5.20
Tech-35	4.80
51	4.60
Clinton	4.40
Cicero	4.40
Halsted (Englewood)	3.98
Oak Park	3.60
Ridgeland	3.60
43	3.40
Ashland (Lake)	3.20
Garfield	2.60
Halsted (Lake)	2.40
Racine	2.27
Homan	2.20
Indiana	2.00
Kedzie	1.80
58	1.80
YELLOW LINE (SKOKIE SWIFT)	
Dempster	30.81

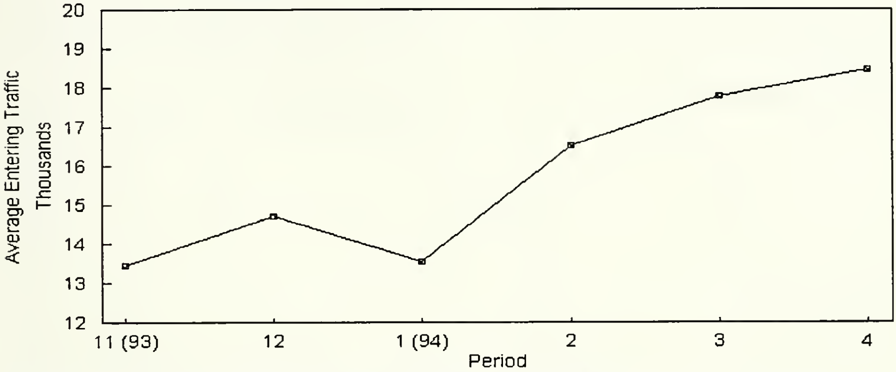
Station	Passengers/Trip
ORANGE LINE (MIDWAY)	
Midway	58.59
Pulaski	30.47
Kedzie	12.89
Western	12.89
35th/Archer	9.38
Roosevelt	7.81
Halsted	6.64
Ashland	6.25
PURPLE (EVANSTON EXP/SHUTTLE)	
Davis	13.64
Linden	13.52
Main	5.58
Central	3.93
South Blvd	3.51
Dempster	3.31
Foster	2.48
Noyes	2.27
RED LINE (HOWARD-DAN RYAN)	
95	85.55
Washington	45.85
Chicago	26.54
Jackson	25.83
79	18.13
Howard	17.07
Monroe	16.59
69	16.35
Clark/Division	14.10
Grand	13.98
Loyola	12.80
87	12.20
Belmont	11.87
Fullerton	11.48
Wilson	11.14
Bryn Mawr	10.78
Addison	10.54
Sheridan	10.48
Morse	10.07
Garfield	8.89
63	7.82
North/Clybourn	7.71
Granville	7.68
Berwyn	7.53
Sox-35	7.11
Thorndale	6.44
Argyle	6.29
Lawrence	6.17
Roosevelt	6.16
47	4.74
Harrison	4.27
Cermak-Chinatown	4.27
Jarvis	4.04

CASE STUDY: SOUTHWEST CORRIDOR / ORANGE LINE

On October 31, 1993 the CTA began operating the Orange Line on the southwest side--from Midway Airport to the Loop. Because the Period 4 Performance Reports contains analysis of both bus and rail, it seemed appropriate to take a closer look at the effects on service of a new rail route through an area that was primarily serviced by the bus system.

As can be seen in the chart below, the average weekday passengers on the Orange Line began last November at 13,450 persons and has steadily increased to Period 4's level of 18,450. Because the new route provides faster service from the southwest side to downtown, it is expected that comparable bus service would witness a decline in ridership, especially within the southwest corridor--particularily the Archer and Stevenson Express routes. The charts on the following page bears this out. Note the dramatic decrease in ridership on all of the express routes. Interestingly, the #62 Archer-Local has seen a smaller decline in ridership than the express routes. This local service most likely retained its ridership because its service was not necessarily in competition with the new rapid transit.

CHART 1. ORANGE LINE WEEKDAY RIDERSHIP

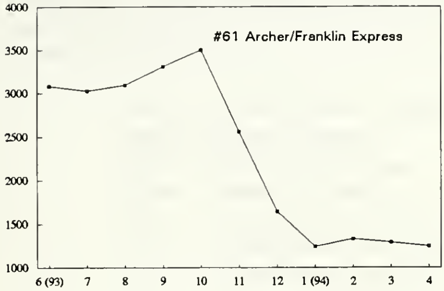


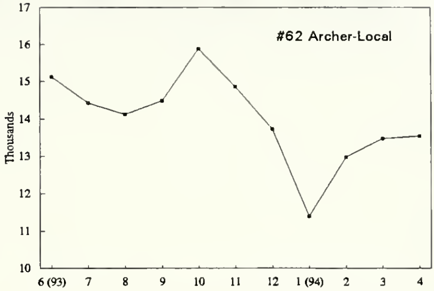
Source: Revenue Equipment Daily Reports--Roosevelt to Midway
Note: Data is based on financial periods, therefore differs from November Traffic Report

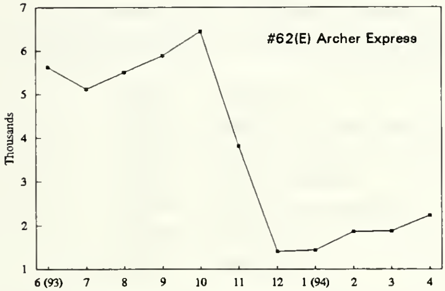
The Archer/Stevenson Corridor is obviously not the only set of bus routes to be affected by the Orange Line--just the most dramatic and easiest to gauge. By no means does every route lose ridership, in fact, some may have gained. The ridership patterns within routes have also been affected. For example, routes that have been classified as Crosstown routes May be acting as Feeder routes, since riders have altered their travel behaviors to access the Midway Line. Studying the entire dynamic taking place in the area is too broad for this report, but it is safe to say that the addition and success of the Orange Line has had an important impact on the bus system in that area and on the CTA System as a whole.

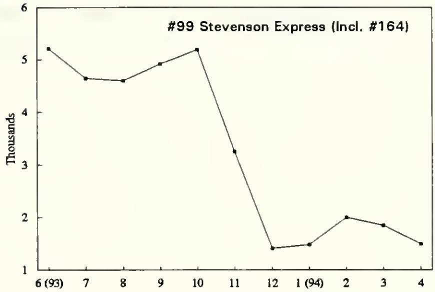
SOUTHWEST CORRIDOR/ORANGE LINE STUDY

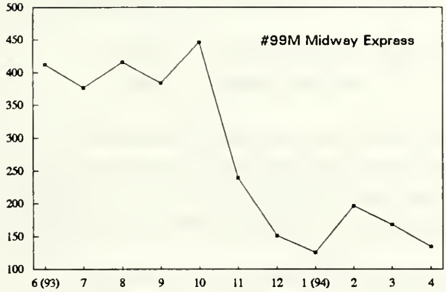
ARCHER/STEVENSON BUS RIDERSHIP TRENDS

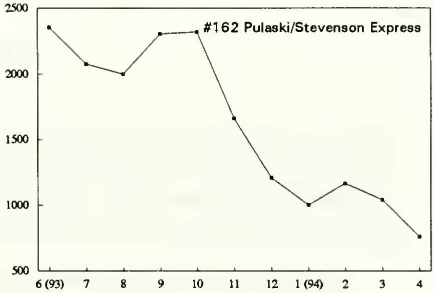












Source: Electronic Farebox

Note: Figures represent average weekday, per CTA financial period and are unlinked and unadjusted. Horizontal axis represents financial period. Vertical axis represents ridership.

BUS SERVICE CHANGES

In coordination with the opening of the Orange Line last fall, bus service within the Archer/Stevenson corridor was altered in order to reflect the changes the new Rapid Transit Line would have on the area. The following express routes were authorized to be retained at reduced service levels for six months after the opening of the Orange Line:

#61	Archer/Franklin Express,
#62(E)	Archer Express,
#99	Stevenson Express,
#99M	Midway Express,
#129	Northwestern/Franklin,
#162	Pulaski/Stevenson Express,
#164	Narragansett Express.

In addition, the following feeder routes were added, in order to provide communities with bus service to the new Orange Line stations.

#32	West 31st,
#35W	West 35th/Pershing (since replaced),
#62A	Archer/Austin,
#62H	Archer/Harlem,
#62N	Archer/Narragansett,
#63W	West 63rd,
#165	West 65th.

The following routes were discontinued:

#42	Halsted/Archer (since restored),
#45	Ashland/Archer.

Since then, the area has been under close scrutiny by CTA staff, and new recommendations and changes have been implemented. With the March 27, 1994 Spring Pick, the #42 Halsted/Archer was re-established. The new #35W West 35th/Pershing was replaced by through-routing the #39 Pershing and #35th Routes.

With the July 3, 1994 Summer Pick, the retained Archer and Stevenson Express routes will be discontinued, except for the #99 Stevenson Express, the #129 Northwestern/Franklin and the #164 Narragansett Express. Also, because of community desires, the new feeder routes that serve the Pulaski Station (#62H, #62N & #62A) will be re-routed to serve the Midway Terminal. The #62N Archer/Narragansett will be renamed #55N 55th/Naragansett. The #62A Archer/Austin will be renamed #55A 55th/Austin. The #62H Archer/Harlem's name will not change. These three feeder routes will operate on a six-month experimental basis.

On January 9, 1994, in order to replace the loss of service due to the reconstruction of the Green Line, the following temporary express routes were added:

#23	Washington Express,
#38	Michigan Express.

Also, nine bus routes were temporarily modified to improve service options during the Green Line reconstruction.

APPENDIX A

This performance report is produced in accordance with CTA's Service Standards Process. The Service Standards Process was approved by CTA's Board in 1990. The following sources of information are required for the production of this report.

Bus System

-- Ridership by route is obtained from the electronic fareboxes. The ridership figures shown are approximate and are lower than actual figures. This is because the farebox cannot account for passengers boarding at the rear door, operator errors, or equipment failures.

-- Revenue by route is estimated by combining route ridership and the system-wide average fare. The average fare used in this report is the year-to-date average fare per unlinked trip from the **6th period** 1993 Operating Data Report. Thus, the revenue shown is actually a further reflection of passengers per route, rather than cash collected in the farebox. For performance comparisons, this is believed to be the most equitable method of calculating revenue. In this way, bus routes which have a high percentage of transfers and passes received are not penalized because cash is not deposited in the farebox.

-- Vehicle miles and vehicle hours are scheduled miles and hours. Actual figures are not recorded by route.

-- Cost per vehicle mile and per vehicle hour is estimated based on the previous year's actual costs. Costs which are directly attributable to the provision of service are termed variable costs, and include operator wages/fringe benefits, fuel, maintenance materials, tires and lubricants. The remaining costs are termed overhead costs and include, for example, maintenance of facilities, major vehicle repairs and support staff. The combination of variable and overhead costs is termed total cost. Variable costs can be affected by changes to the service provided. Therefore, it is useful to estimate route-level variable costs. Overhead costs, however, are not normally affected by service changes. Analysis of total costs is most meaningful at the system level, rather than at the route level.

For planning purposes, each CTA bus route is classified into one of five types, based on its operating characteristics. Some routes may have the characteristics of more than one type, but all routes can be classified to one type based on its primary function.

- **Crosstown routes** follow the grid pattern of Chicago's street network. These routes have a high passenger turnover and account for roughly one-half of daily ridership.
- **Downtown routes** have destinations in the Loop area and have a lower passenger turnover than crosstowns.
- **Downtown Express routes** also are oriented toward the Loop, but have very low passenger turnover.
- **Rapid transit feeders** carry riders relatively short distances, with transfers made to or from a higher capacity mode.
- **Circulators** serve short trips in the downtown area.

Rail System

- Ridership is obtained from agent, conductor and turnstile reports. These reports are audited by Planning in November each year. Averages of entering passengers by fare type are calculated for Weekday, Saturday and Sunday. These averages are used to represent typical passenger activity at individual stations.
- The *Passengers per Trip* figure contained in Exhibit V is calculated by dividing the November ridership levels of each station by the scheduled number of trips that stop at each station in a day, which can vary depending on skip-stops, part-time hours, multiple route-stops and terminal stops. Since it is more desirable to count only trips that *leave* a station, terminal stations tend to have only half the number of trip-stops as the rest of that particular route. Because the number of trips is based on a fixed schedule, any extra runs or service stops are not included in this calculation. For simplicity, the Dearborn and State Street subway stations are assumed to be exclusively for the Blue and Red lines, respectively.

  The new indicator in Exhibit V is not meant to reflect a cost-based productivity of each station, but is used to describe a notion of service-provided at that station. It can be most useful in comparing passenger levels at different station-types, *e.g*, skip-stops, all-stops, multiple route stops and part-time stops.

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
SYSTEM -- WEEKDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
1	INDIANA/HYDE PARK	7,310	3.66	34.9	88.8%	40.1%	DOWNTOWN
2	HYDE PARK EXPRESS	940	2.55	36.2	84.0%	24.5%	DT EXPRESS
3	KING DRIVE	19,710	4.23	44.1	110.2%	46.4%	DOWNTOWN
4	COTTAGE GROVE	21,620	4.85	49.9	125.0%	56.4%	DOWNTOWN
6	JEFFERY	15,580	2.78	34.3	82.4%	35.4%	DT EXPRESS
7	HARRISON	4,640	4.54	37.6	98.2%	44.8%	DOWNTOWN
8	HALSTED (INCL. #42)	20,630	4.65	43.3	110.6%	48.9%	CROSSTOWN
8A	SOUTH HALSTED	3,570	3.21	36.2	88.9%	40.6%	FEEDER
9	ASHLAND	29,810	5.10	49.4	125.3%	56.3%	CROSSTOWN
11	LINCOLN	8,260	4.77	35.0	93.2%	42.0%	CROSSTOWN
12	ROOSEVELT	7,510	4.29	38.9	99.9%	46.6%	CROSSTOWN
14	S. LAKE SHORE EXP	8,640	2.46	40.1	89.5%	24.6%	DT EXPRESS
15	SHOPPERS LOOP	570	4.65	32.4	53.0%	16.6%	CIRCULATOR
16	LAKE STREET	3,450	2.85	27.7	70.1%	31.6%	DOWNTOWN
17	WESTCHESTER	1,280	2.07	27.5	65.0%	28.9%	FEEDER
18	16TH/18TH	2,790	2.81	27.6	69.8%	31.6%	CROSSTOWN
20	MADISON	13,260	5.37	48.9	125.5%	57.8%	DOWNTOWN
21	CERMAK	6,190	5.13	46.9	120.2%	55.1%	CROSSTOWN
22	CLARK	21,710	6.06	53.9	139.0%	61.4%	DOWNTOWN
23	WASHINGTON EXPRESS	10,490	2.72	34.8	82.9%	34.4%	DT EXPRESS
24	WENTWORTH	7,080	2.52	29.6	72.0%	31.5%	DOWNTOWN
25	WEST CERMAK	870	4.50	28.4	77.5%	37.0%	FEEDER
27	SOUTH DEERING	4,110	3.24	34.9	86.5%	39.0%	CROSSTOWN
28	STONY ISLAND	11,200	4.72	45.9	116.2%	52.7%	CROSSTOWN
29	STATE	15,190	4.40	46.3	115.4%	52.7%	DOWNTOWN
30	SOUTH CHICAGO	4,320	2.20	28.2	67.2%	28.9%	CROSSTOWN
31	31ST	240	2.05	17.7	46.0%	20.7%	CROSSTOWN

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
SYSTEM -- WEEKDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
32	WEST 31ST	190	1.94	13.2	35.6%	13.7%	FEEDER
33	MAGNIFICENT MILE EXPRESS	620	2.35	24.0	60.1%	16.3%	CIRCULATOR
34	SO. MICHIGAN (INCL. #119)	10,940	2.72	34.6	82.5%	36.3%	FEEDER
35	35TH	6,430	5.01	39.7	104.4%	46.0%	CROSSTOWN
36	BROADWAY	18,560	6.64	51.7	136.3%	61.6%	DOWNTOWN
37	SEDGWICK/OGDEN	4,090	3.06	28.3	72.5%	30.6%	DOWNTOWN
38	MICHIGAN EXPRESS	6,310	1.84	21.4	52.2%	23.7%	DT EXPRESS
39	PERSHING	2,340	2.45	28.3	69.1%	30.5%	CROSSTOWN
41	ELSTON/CLYBOURN	1,880	2.06	21.5	53.7%	21.5%	DOWNTOWN
43	43RD	1,310	2.76	23.7	61.5%	29.5%	CROSSTOWN
44	WALLACE/RACINE	11,330	4.26	42.4	106.9%	47.6%	DOWNTOWN
47	47TH	9,080	4.75	47.0	118.7%	54.1%	CROSSTOWN
48	SOUTH DAMEN	2,080	2.62	28.0	69.6%	28.3%	CROSSTOWN
49	WESTERN	25,760	5.69	56.4	142.3%	64.3%	CROSSTOWN
49A	SOUTH WESTERN	1,490	2.38	26.8	65.7%	29.2%	CROSSTOWN
49B	NORTH WESTERN	3,480	3.69	46.0	110.4%	44.5%	CROSSTOWN
50	DAMEN	9,280	4.99	47.6	121.1%	54.6%	CROSSTOWN
51	51ST	3,970	4.03	37.1	95.0%	43.8%	CROSSTOWN
52	KEDZIE/CALIFORNIA	10,720	4.49	42.1	107.5%	50.4%	CROSSTOWN
52A	SOUTH KEDZIE	5,330	2.99	33.7	82.8%	36.3%	CROSSTOWN
53	PULASKI	19,970	6.32	58.1	148.9%	68.4%	CROSSTOWN
53A	SOUTH PULASKI	10,460	3.18	33.3	83.0%	34.0%	CROSSTOWN
54	CICERO	10,250	5.42	49.7	127.5%	59.2%	CROSSTOWN
54A	NORTH CICERO/SKOKIE BLVD	1,750	1.71	24.1	56.0%	22.9%	CROSSTOWN
54B	SOUTH CICERO	5,690	3.57	42.5	103.1%	47.9%	CROSSTOWN
55	GARFIELD	12,160	3.20	46.3	107.0%	46.1%	CROSSTOWN
56	MILWAUKEE	15,280	5.74	51.0	131.4%	60.0%	DOWNTOWN

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
SYSTEM -- WEEKDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
56A	NORTH MILWAUKEE	710	2.14	18.6	48.2%	21.5%	FEEDER
57	LARAMIE	3,010	5.88	50.7	131.3%	57.8%	CROSSTOWN
59	59TH/61ST	3,910	3.12	30.9	78.1%	35.9%	CROSSTOWN
60	BLUE ISLAND/26TH	13,840	5.80	50.2	130.0%	57.3%	DOWNTOWN
61	ARCHER/FRANKLIN EXPRESS	1,250	1.59	27.1	59.8%	17.6%	DT EXPRESS
62	ARCHER/LOCAL-EXPRESS	15,770	2.99	35.8	86.7%	37.3%	DOWNTOWN
62H	ARCHER/HARLEM (INCL. #62N & A)	1,980	1.58	18.1	44.3%	17.4%	FEEDER
63	63RD STREET	19,680	6.66	58.6	151.4%	67.7%	CROSSTOWN
63W	WEST 63RD (INCL. #165)	2,230	2.47	22.2	57.1%	26.1%	FEEDER
64	FOSTER-CANFIELD	260	1.61	20.5	48.9%	21.0%	FEEDER
65	GRAND	7,260	3.28	36.2	89.4%	38.9%	DOWNTOWN
66	CHICAGO	17,630	5.79	56.5	143.2%	63.5%	DOWNTOWN
67	67TH/69TH/71ST	13,280	5.49	54.9	138.2%	59.6%	CROSSTOWN
68	NORTHWEST HWY	2,280	3.03	35.6	86.7%	36.2%	FEEDER
69	CUMBERLAND/EAST RIVER	420	2.13	30.1	70.0%	30.2%	FEEDER
70	DIVISION	10,010	5.18	55.7	138.3%	61.6%	CROSSTOWN
71	71ST	6,340	6.40	58.1	149.1%	69.1%	FEEDER
72	NORTH	13,370	5.21	47.8	122.5%	55.5%	CROSSTOWN
73	ARMITAGE	5,960	4.63	42.5	108.9%	49.4%	CROSSTOWN
74	FULLERTON	11,590	5.89	55.4	141.3%	63.9%	CROSSTOWN
75	74TH/75TH	5,990	4.93	46.4	118.4%	53.8%	CROSSTOWN
76	DIVERSEY	13,090	4.49	55.4	133.3%	57.9%	CROSSTOWN
77	BELMONT	19,240	5.10	52.0	130.4%	59.2%	CROSSTOWN
78	MONTPOSE	9,080	4.88	49.4	124.1%	56.7%	CROSSTOWN
79	79TH	26,440	5.84	53.2	136.6%	61.8%	CROSSTOWN
80	IRVING PARK	11,750	5.26	50.7	128.8%	59.2%	CROSSTOWN
81	LAWRENCE	12,880	7.14	69.8	176.7%	81.1%	CROSSTOWN

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
SYSTEM -- WEEKDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
81W	WEST LAWRENCE	2,240	2.96	32.9	81.1%	37.4%	FEEDER
82	KIMBALL/HOMAN	17,270	5.26	53.5	134.4%	56.9%	CROSSTOWN
84	PETERSON	4,480	5.93	52.2	134.9%	59.7%	CROSSTOWN
85	CENTRAL	12,590	4.98	53.5	132.8%	58.5%	CROSSTOWN
85A	NORTH CENTRAL	1,030	1.66	33.3	69.7%	29.3%	FEEDER
86	NARRAGANSETT	2,390	2.98	31.4	78.3%	35.6%	CROSSTOWN
87	87TH	14,030	3.70	42.2	103.4%	43.7%	CROSSTOWN
88	HIGGINS	2,190	3.35	39.8	96.5%	42.5%	FEEDER
90	HARLEM	4,030	5.08	45.7	117.6%	53.9%	CROSSTOWN
90N	NORTH HARLEM	440	1.22	14.8	35.7%	15.9%	FEEDER
91	AUSTIN	8,630	3.80	39.2	98.0%	41.2%	CROSSTOWN
92	FOSTER	6,370	5.05	56.7	139.3%	62.0%	CROSSTOWN
93	NORTH CALIFORNIA	2,090	3.74	36.7	92.9%	42.0%	FEEDER
94	SOUTH CALIFORNIA	10,110	3.88	43.0	106.1%	46.0%	CROSSTOWN
95E	93RD/95TH	5,620	2.96	37.0	88.7%	41.0%	FEEDER
95W	95TH	4,960	5.03	42.8	111.2%	51.2%	FEEDER
96	LUNT	1,150	2.02	19.3	49.1%	21.4%	FEEDER
97	SKOKIE	3,570	3.09	29.6	75.3%	34.5%	FEEDER
99	STEVENSON EXPRESS(INCL. #164)	1,500	0.93	13.0	30.4%	12.2%	DT EXPRESS
99M	MIDWAY EXPRESS	130	0.46	6.2	14.5%	4.5%	DT EXPRESS
100	JEFFERY MANOR EXPRESS	1,050	3.11	39.3	94.0%	37.3%	FEEDER
103	WEST 103RD	3,610	2.40	26.6	65.5%	27.9%	FEEDER
106	103RD/106TH	3,070	2.42	26.4	65.3%	29.3%	FEEDER
108	HALSTED/95TH	4,650	3.56	40.0	98.3%	39.4%	FEEDER
110	MARQUETTE	430	1.34	18.0	42.3%	16.2%	FEEDER
111	PULLMAN/111/115 (INCL. #104)	6,350	3.05	41.7	97.7%	42.4%	CROSSTOWN
112	VINCENNES/111TH	3,870	2.92	32.2	79.4%	35.1%	FEEDER

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
SYSTEM -- WEEKDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
120	NW/WACKER EXPRESS	860	1.94	22.6	55.2%	30.1%	CIRCULATOR
121	UNION/WACKER EXPRESS	1,280	3.01	32.3	80.1%	44.5%	CIRCULATOR
122	ILLINOIS CTR/NW EXPRESS	480	2.96	22.5	59.6%	35.0%	CIRCULATOR
123	ILLINOIS/UNION EXPRESS	420	3.17	23.2	61.8%	36.5%	CIRCULATOR
125	WATER TOWER EXPRESS	2,500	3.05	28.5	72.9%	28.6%	CIRCULATOR
126	JACKSON	10,420	4.35	46.4	115.3%	46.0%	DOWNTOWN
127	MCCORM. PL./NW STATION	190	0.58	6.2	15.3%	8.5%	CIRCULATOR
129	NORTHWEST/FRANKLIN	470	1.78	22.0	53.0%	28.6%	CIRCULATOR
131	WASHINGTON	1,060	2.11	30.0	69.7%	25.7%	DOWNTOWN
135	WILSON/LASALLE EXPRESS	2,730	3.55	35.5	89.5%	24.6%	DT EXPRESS
136	SHERIDAN/LASALLE EXPRESS	1,710	3.08	34.4	84.7%	23.3%	DT EXPRESS
145	WILSON/MICHIGAN	8,250	4.63	42.8	109.5%	42.6%	DT EXPRESS
146	MARINE/MICHIGAN	8,960	4.10	39.8	100.9%	40.1%	DT EXPRESS
147	OUTER DRIVE EXPRESS	8,220	2.67	41.7	94.3%	36.0%	DT EXPRESS
151	SHERIDAN	24,650	5.56	45.5	119.1%	50.4%	DOWNTOWN
152	ADDISON	12,650	3.68	40.2	99.4%	44.1%	CROSSTOWN
155	DEVON	6,760	6.75	56.4	147.1%	68.2%	FEEDER
156	LASALLE	10,650	6.09	46.3	122.6%	42.8%	DOWNTOWN
157	STREETERVILLE	2,810	5.79	31.8	88.2%	38.0%	CIRCULATOR
162	PULASKI/STEVENSON EXPR	760	1.31	15.1	36.8%	12.7%	DT EXPRESS
201	CENTRAL/SHERMAN	1,390	1.85	21.4	52.4%	21.9%	CROSSTOWN
202	MAIN/EMERSON	550	1.36	13.7	34.5%	15.3%	CROSSTOWN
203	RIDGE/GRANT	1,720	2.51	24.8	62.8%	27.1%	CROSSTOWN
204	DODGE	1,810	3.89	36.4	92.9%	38.8%	CROSSTOWN

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
SYSTEM -- SATURDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
1	INDIANA/HYDE PARK	4,240	2.96	30.8	77.1%	35.8%	DOWNTOWN
3	KING DRIVE	12,860	3.77	42.8	104.9%	47.2%	DOWNTOWN
4	COTTAGE GROVE	17,490	4.08	42.9	106.9%	48.6%	DOWNTOWN
6	JEFFERY	11,610	3.37	41.3	99.5%	43.0%	DT EXPRESS
7	HARRISON	1,170	2.69	28.0	69.9%	31.3%	DOWNTOWN
8	HALSTED	15,580	4.23	40.0	101.9%	47.1%	CROSSTOWN
8A	SOUTH HALSTED	3,280	2.88	33.9	82.4%	37.4%	FEEDER
9	ASHLAND	23,230	5.34	52.4	132.4%	61.1%	CROSSTOWN
11	LINCOLN	2,700	4.44	35.1	92.3%	38.7%	CROSSTOWN
12	ROOSEVELT	5,650	3.45	33.3	84.5%	39.5%	CROSSTOWN
16	LAKE STREET	1,500	1.80	16.1	41.4%	19.2%	CROSSTOWN
18	16TH/18TH	1,600	1.98	19.4	49.1%	22.8%	CROSSTOWN
20	MADISON	10,150	4.68	41.9	107.8%	50.4%	DOWNTOWN
21	CERMAK	5,500	4.99	46.8	119.4%	55.9%	CROSSTOWN
22	CLARK	18,480	6.60	59.3	152.5%	70.1%	DOWNTOWN
23	WASHINGTON EXPRESS	5,600	2.01	27.2	63.9%	29.5%	DT EXPRESS
24	WENTWORTH	2,900	1.87	22.4	54.2%	24.5%	DOWNTOWN
25	WEST CERMAK	940	3.61	23.3	63.2%	29.3%	FEEDER
27	SOUTH DEERING	3,090	2.82	30.8	76.3%	35.1%	CROSSTOWN
28	STONY ISLAND	8,820	5.00	47.3	120.5%	54.8%	CROSSTOWN
29	STATE	10,480	3.49	38.2	94.4%	42.3%	DOWNTOWN
30	SOUTH CHICAGO	2,210	1.59	21.1	49.9%	22.5%	CROSSTOWN
31	31ST	140	1.23	10.7	27.7%	12.5%	CROSSTOWN
34	SO. MICHIGAN (INCL. #119)	9,020	2.98	37.7	90.1%	39.1%	FEEDER
35	35TH	3,790	3.80	34.6	88.8%	42.3%	CROSSTOWN
36	BROADWAY	16,200	6.56	50.5	133.4%	60.9%	DOWNTOWN
38	MICHIGAN EXPRESS	3,960	1.25	14.6	35.5%	16.6%	DT EXPRESS

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
SYSTEM -- SATURDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
39	PERSHING	960	1.13	13.9	33.4%	15.2%	CROSSTOWN
43	43RD	870	2.25	22.2	56.1%	20.6%	CROSSTOWN
44	WALLACE/RACINE	4,180	2.89	31.5	77.9%	34.4%	CROSSTOWN
47	47TH	7,500	4.93	49.6	124.9%	60.3%	CROSSTOWN
49	WESTERN	17,890	4.53	47.7	119.0%	54.7%	CROSSTOWN
49A	SOUTH WESTERN	1,590	2.75	31.2	76.6%	35.2%	CROSSTOWN
49B	NORTH WESTERN	2,630	3.90	51.6	121.9%	55.0%	CROSSTOWN
50	DAMEN	4,900	2.99	31.1	77.8%	35.6%	CROSSTOWN
51	51ST	3,270	3.68	34.4	87.9%	40.7%	CROSSTOWN
52	KEDZIE/CALIFORNIA	8,110	3.66	36.7	92.5%	43.7%	CROSSTOWN
52A	SOUTH KEDZIE	3,210	3.26	34.2	85.4%	33.1%	CROSSTOWN
53	PULASKI	13,690	5.08	52.4	131.2%	60.5%	CROSSTOWN
53A	SOUTH PULASKI	3,500	3.29	36.0	89.1%	40.8%	CROSSTOWN
54	CICERO	8,160	4.69	46.1	116.5%	53.9%	CROSSTOWN
54B	SOUTH CICERO	4,890	4.75	54.7	133.7%	61.8%	CROSSTOWN
55	GARFIELD	8,850	3.06	46.6	106.1%	47.7%	CROSSTOWN
56	MILWAUKEE	11,310	5.01	46.7	119.4%	54.9%	DOWNTOWN
57	LARAMIE	1,030	4.10	43.7	108.6%	46.8%	CROSSTOWN
59	59TH/61ST	2,510	2.62	25.3	64.2%	29.9%	CROSSTOWN
60	BLUE ISLAND/26TH	10,220	4.54	39.0	101.2%	46.0%	DOWNTOWN
62	ARCHER/LOCAL-EXPRESS	8,810	2.48	30.3	73.1%	33.6%	DOWNTOWN
62H	ARCHER/HARLEM (INCL. #62N)	980	1.70	18.0	44.9%	20.0%	FEEDER
63	63RD STREET	15,450	5.71	51.9	133.3%	60.1%	CROSSTOWN
63W	WEST 63RD	1,100	1.93	15.2	40.0%	19.3%	FEEDER
65	GRAND	3,970	2.44	28.3	69.1%	31.8%	DOWNTOWN
66	CHICAGO	12,140	5.15	53.8	134.3%	61.7%	DOWNTOWN
67	67TH/69TH/71ST	9,320	4.81	47.1	119.2%	53.0%	CROSSTOWN

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ROUTE PERFORMANCE REPORT
SYSTEM -- SATURDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
68	NORTHWEST HWY	850	1.58	25.1	56.5%	24.9%	FEEDER
70	DIVISION	8,500	5.01	55.7	137.2%	62.0%	CROSSTOWN
71	71ST	5,000	5.61	48.7	126.1%	56.4%	FEEDER
72	NORTH	10,000	4.59	43.1	109.9%	50.7%	CROSSTOWN
73	ARMITAGE	3,970	3.36	31.9	81.3%	38.4%	CROSSTOWN
74	FULLERTON	9,240	5.36	57.5	142.7%	65.4%	CROSSTOWN
75	74TH/75TH	5,060	4.93	48.4	122.4%	55.8%	CROSSTOWN
76	DIVERSEY	10,280	3.77	48.4	115.3%	49.4%	CROSSTOWN
77	BELMONT	13,010	4.68	46.5	117.4%	53.9%	CROSSTOWN
78	MONTROSE	5,820	4.04	44.5	109.9%	50.3%	CROSSTOWN
79	79TH	21,480	4.98	48.0	121.7%	54.3%	CROSSTOWN
80	IRVING PARK	7,670	4.10	41.4	104.1%	47.7%	CROSSTOWN
81	LAWRENCE	11,050	6.99	66.1	168.3%	77.4%	CROSSTOWN
81W	WEST LAWRENCE	1,210	2.59	29.3	72.0%	34.0%	FEEDER
82	KIMBALL/HOMAN	10,660	4.46	46.1	115.3%	53.9%	CROSSTOWN
84	PETERSON	2,220	3.30	32.0	81.1%	23.3%	CROSSTOWN
85	CENTRAL	8,450	4.24	47.5	116.9%	52.5%	CROSSTOWN
85A	NORTH CENTRAL	220	0.68	13.5	28.4%	12.0%	FEEDER
86	NARRAGANSETT	1,300	2.87	27.9	70.8%	32.5%	CROSSTOWN
87	87TH	8,610	3.88	41.2	102.6%	46.4%	CROSSTOWN
88	HIGGINS	770	1.54	20.7	48.8%	22.2%	FEEDER
90	HARLEM	3,280	5.07	41.4	108.4%	50.9%	CROSSTOWN
90N	NORTH HARLEM	100	0.39	5.4	12.7%	5.0%	FEEDER
91	AUSTIN	4,650	4.40	47.1	116.9%	53.8%	CROSSTOWN
92	FOSTER	4,150	3.84	45.8	111.0%	49.7%	CROSSTOWN
93	NORTH CALIFORNIA	1,210	2.59	25.6	64.7%	29.8%	FEEDER
94	SOUTH CALIFORNIA	4,330	2.80	34.1	82.4%	36.3%	CROSSTOWN

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	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
95E	93RD/95TH	3,800	1.92	23.4	56.5%	25.5%	FEEDER
95W	95TH	4,630	4.43	38.9	100.4%	44.2%	FEEDER
96	LUNT	670	2.21	22.6	56.7%	25.7%	FEEDER
97	SKOKIE	2,680	2.97	33.1	81.5%	37.2%	FEEDER
103	WEST 103RD	1,490	2.33	24.8	61.6%	29.3%	FEEDER
106	103RD/106TH	1,310	2.46	29.7	71.9%	31.9%	FEEDER
108	HALSTED/95TH	2,690	3.19	36.1	88.5%	41.3%	FEEDER
111	PULLMAN/111/115	4,040	2.59	34.8	82.0%	36.7%	CROSSTOWN
112	VINCENNES/111TH	1,580	1.95	22.6	55.2%	25.4%	FEEDER
126	JACKSON	5,400	2.52	32.3	77.0%	34.2%	DOWNTOWN
145	WILSON/MICHIGAN	4,340	4.50	40.6	104.4%	44.6%	DT EXPRESS
146	MARINE/MICHIGAN	5,470	4.02	37.2	95.3%	42.7%	DT EXPRESS
147	OUTER DRIVE EXPRESS	5,430	2.26	40.3	87.5%	35.5%	DT EXPRESS
151	SHERIDAN	16,730	5.55	47.6	123.6%	58.4%	DOWNTOWN
152	ADDISON	5,590	3.37	36.9	91.3%	40.5%	CROSSTOWN
155	DEVON	4,940	6.74	54.0	141.7%	64.1%	FEEDER
201	CENTRAL/SHERMAN	930	2.31	29.7	70.7%	25.3%	CROSSTOWN
204	DODGE	540	2.59	16.0	43.8%	26.5%	CROSSTOWN

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ROUTE PERFORMANCE REPORT
SYSTEM -- SUNDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
1	INDIANA/HYDE PARK	3,210	2.65	28.3	70.3%	31.5%	DOWNTOWN
3	KING DRIVE	8,490	3.06	34.1	83.9%	37.6%	DOWNTOWN
4	COTTAGE GROVE	11,470	3.28	36.0	89.0%	40.6%	DOWNTOWN
6	JEFFERY	6,240	2.68	34.5	82.2%	34.0%	DT EXPRESS
7	HARRISON	310	1.15	13.3	32.5%	13.8%	CROSSTOWN
8	HALSTED	12,240	3.26	33.3	83.5%	38.7%	CROSSTOWN
8A	SOUTH HALSTED	1,520	1.95	22.0	54.0%	24.9%	FEEDER
9	ASHLAND	14,850	3.68	38.7	96.5%	40.9%	CROSSTOWN
11	LINCOLN	1,380	3.05	26.5	68.6%	29.2%	CROSSTOWN
12	ROOSEVELT	4,240	2.82	27.4	69.4%	33.1%	CROSSTOWN
16	LAKE STREET	680	1.37	11.6	30.2%	13.9%	CROSSTOWN
18	16TH/18TH	1,180	1.55	18.2	44.3%	20.1%	CROSSTOWN
20	MADISON	6,910	3.88	36.3	92.6%	43.6%	DOWNTOWN
21	CERMAK	3,230	3.25	31.1	79.1%	36.1%	CROSSTOWN
22	CLARK	13,710	5.57	53.4	135.7%	60.8%	DOWNTOWN
23	WASHINGTON EXPRESS	2,690	1.42	18.7	44.3%	20.5%	DT EXPRESS
24	WENTWORTH	1,760	1.22	14.6	35.5%	15.8%	DOWNTOWN
25	WEST CERMAK	690	3.05	25.6	66.6%	27.3%	FEEDER
27	SOUTH DEERING	1,680	1.87	21.5	52.6%	23.8%	CROSSTOWN
28	STONY ISLAND	5,690	3.59	36.0	90.7%	41.7%	CROSSTOWN
29	STATE	7,070	2.86	32.7	80.0%	37.1%	DOWNTOWN
30	SOUTH CHICAGO	520	0.64	9.0	21.0%	7.8%	CROSSTOWN
34	SO. MICHIGAN (INCL. #119)	5,530	2.61	33.0	78.9%	35.1%	FEEDER
35	35TH	1,640	2.32	22.3	56.5%	26.8%	CROSSTOWN
36	BROADWAY	10,820	5.15	44.6	115.6%	51.7%	DOWNTOWN
38	MICHIGAN EXPRESS	2,040	1.14	14.3	34.2%	15.7%	DT EXPRESS
39	PERSHING	800	0.96	11.8	28.5%	12.9%	CROSSTOWN

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ROUTE PERFORMANCE REPORT
SYSTEM -- SUNDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
43	43RD	450	1.97	16.6	43.3%	14.9%	CROSSTOWN
44	WALLACE/RACINE	2,480	2.27	25.5	62.6%	27.8%	CROSSTOWN
47	47TH	4,710	3.39	35.7	89.0%	41.9%	CROSSTOWN
49	WESTERN	11,190	3.45	38.0	93.9%	43.0%	CROSSTOWN
49A	SOUTH WESTERN	570	1.15	13.5	32.8%	15.5%	CROSSTOWN
49B	NORTH WESTERN	1,810	3.25	47.7	109.8%	49.6%	CROSSTOWN
50	DAMEN	3,500	2.40	25.2	62.9%	29.3%	CROSSTOWN
51	51ST	2,150	3.09	30.0	76.0%	33.2%	CROSSTOWN
52	KEDZIE/CALIFORNIA	5,400	2.57	27.1	67.6%	32.1%	CROSSTOWN
52A	SOUTH KEDZIE	1,700	3.00	30.4	76.4%	32.7%	CROSSTOWN
53	PULASKI	8,830	4.03	41.4	103.7%	47.9%	CROSSTOWN
53A	SOUTH PULASKI	1,780	2.33	27.5	66.7%	29.1%	CROSSTOWN
54	CICERO	4,040	2.75	28.9	72.0%	33.5%	CROSSTOWN
54B	SOUTH CICERO	3,020	5.90	66.9	164.1%	69.6%	CROSSTOWN
55	GARFIELD	6,060	2.30	36.4	82.0%	35.0%	CROSSTOWN
56	MILWAUKEE	6,620	3.07	30.8	77.6%	35.5%	DOWNTOWN
57	LARAMIE	400	1.86	20.0	49.7%	20.6%	CROSSTOWN
59	59TH/61ST	1,490	1.92	18.7	47.3%	21.1%	CROSSTOWN
60	BLUE ISLAND/26TH	6,720	3.59	33.5	85.6%	39.5%	DOWNTOWN
62	ARCHER/LOCAL-EXPRESS	5,650	1.61	23.5	54.2%	24.2%	DOWNTOWN
63	63RD STREET	10,430	4.10	39.6	100.4%	46.7%	CROSSTOWN
63W	WEST 63RD	330	1.13	9.2	24.0%	10.6%	FEEDER
65	GRAND	2,010	1.91	22.0	53.7%	24.2%	DOWNTOWN
66	CHICAGO	7,580	3.95	42.2	104.9%	49.8%	DOWNTOWN
67	67TH/69TH/71ST	6,020	3.88	42.6	105.2%	47.9%	CROSSTOWN
68	NORTHWEST HWY	340	1.21	13.8	33.9%	14.7%	FEEDER
70	DIVISION	6,030	3.85	45.4	110.3%	49.2%	CROSSTOWN

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ROUTE PERFORMANCE REPORT
SYSTEM -- SUNDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
71	71ST	3,330	5.39	52.2	132.3%	56.1%	FEEDER
72	NORTH	6,600	3.66	35.7	90.4%	42.2%	CROSSTOWN
73	ARMITAGE	2,020	3.12	31.1	78.5%	36.3%	CROSSTOWN
74	FULLERTON	5,490	3.93	44.0	108.1%	49.0%	CROSSTOWN
75	74TH/75TH	3,040	3.12	32.5	81.3%	37.1%	CROSSTOWN
76	DIVERSEY	6,540	3.35	44.6	105.2%	44.7%	CROSSTOWN
77	BELMONT	8,340	3.52	40.9	99.8%	45.7%	CROSSTOWN
78	MONTROSE	4,410	3.11	33.4	83.0%	38.2%	CROSSTOWN
79	79TH	13,060	4.55	42.5	108.6%	49.6%	CROSSTOWN
80	IRVING PARK	4,960	3.09	32.3	80.6%	36.7%	CROSSTOWN
81	LAWRENCE	7,860	5.26	54.0	135.3%	61.1%	CROSSTOWN
81W	WEST LAWRENCE	530	1.66	18.9	46.4%	20.6%	FEEDER
82	KIMBALL/HOMAN	7,170	4.16	46.7	114.7%	52.8%	CROSSTOWN
84	PETERSON	1,270	2.76	29.3	73.0%	24.9%	CROSSTOWN
85	CENTRAL	4,920	3.03	34.0	83.6%	38.8%	CROSSTOWN
86	NARRAGANSETT	610	1.48	15.4	38.5%	17.0%	CROSSTOWN
87	87TH	4,270	3.05	36.1	87.6%	40.0%	CROSSTOWN
88	HIGGINS	610	1.39	19.2	44.8%	19.9%	FEEDER
90	HARLEM	1,880	3.54	29.0	75.9%	32.7%	CROSSTOWN
91	AUSTIN	2,670	2.83	32.4	79.2%	35.0%	CROSSTOWN
92	FOSTER	2,870	3.10	37.7	91.0%	40.7%	CROSSTOWN
94	SOUTH CALIFORNIA	2,650	2.32	26.5	64.8%	28.9%	CROSSTOWN
95E	93RD/95TH	2,640	1.57	19.3	46.4%	21.2%	FEEDER
95W	95TH	1,980	2.56	24.0	61.2%	26.7%	FEEDER
96	LUNT	420	1.54	15.8	39.5%	17.6%	FEEDER
97	SKOKIE	1,160	2.38	25.6	63.6%	28.8%	FEEDER
103	WEST 103RD	1,050	1.70	18.6	46.0%	20.5%	FEEDER

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ROUTE PERFORMANCE REPORT
SYSTEM -- SUNDAY
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
106	103RD/106TH	510	1.15	15.9	37.2%	16.5%	FEEDER
108	HALSTED/95TH	1,810	2.24	25.6	62.7%	28.9%	FEEDER
111	PULLMAN/111/115	2,110	1.81	25.3	58.9%	25.5%	CROSSTOWN
112	VINCENNES/111TH	1,070	1.38	16.9	40.6%	17.5%	FEEDER
126	JACKSON	3,230	1.86	23.9	56.9%	25.2%	DOWNTOWN
145	WILSON/MICHIGAN	2,380	3.77	30.3	79.5%	32.4%	DOWNTOWN
146	MARINE/MICHIGAN	3,520	3.21	27.4	71.1%	31.9%	DOWNTOWN
151	SHERIDAN	12,820	3.84	35.8	91.5%	39.4%	DOWNTOWN
152	ADDISON	3,310	2.80	33.3	80.8%	34.8%	CROSSTOWN
155	DEVON	3,500	5.51	48.5	125.3%	57.4%	FEEDER

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
CROSSTOWN ROUTES - WEEKDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
81	LAWRENCE	81.1%	176.7%
63	63RD STREET	67.7%	151.4%
53	PULASKI	68.4%	148.9%
49	WESTERN	64.3%	142.3%
74	FULLERTON	63.9%	141.3%
92	FOSTER	62.0%	139.3%
70	DIVISION	61.6%	138.3%
67	67TH/69TH/71ST	59.6%	138.2%
79	79TH	61.8%	136.6%
84	PETERSON	59.7%	134.9%
82	KIMBALL/HOMAN	56.9%	134.4%
	*** MIDDLE 60% BY VCR ***		
76	DIVERSEY	57.9%	133.3%
85	CENTRAL	58.5%	132.8%
57	LARAMIE	57.8%	131.3%
77	BELMONT	59.2%	130.4%
80	IRVING PARK	59.2%	128.8%
54	CICERO	59.2%	127.5%
9	ASHLAND	56.3%	125.3%
78	MONTROSE	56.7%	124.1%
72	NORTH	55.5%	122.5%
50	DAMEN	54.6%	121.1%
21	CERMAK	55.1%	120.2%
47	47TH	54.1%	118.7%
75	74TH/75TH	53.8%	118.4%
90	HARLEM	53.9%	117.6%
28	STONY ISLAND	52.7%	116.2%
8	HALSTED (INCL. #42)	48.9%	110.6%
49B	NORTH WESTERN	44.5%	110.4%
73	ARMITAGE	49.4%	108.9%
52	KEDZIE/CALIFORNIA	50.4%	107.5%
55	GARFIELD	46.1%	107.0%
94	SOUTH CALIFORNIA	46.0%	106.1%
35	35TH	46.0%	104.4%
87	87TH	43.7%	103.4%
54B	SOUTH CICERO	47.9%	103.1%
12	ROOSEVELT	46.6%	99.9%
152	ADDISON	44.1%	99.4%
91	AUSTIN	41.2%	98.0%
111	PULLMAN/111/115 (INCL. #104)	42.4%	97.7%
51	51ST	43.8%	95.0%
11	LINCOLN	42.0%	93.2%
204	DODGE	38.8%	92.9%
27	SOUTH DEERING	39.0%	86.5%
53A	SOUTH PULASKI	34.0%	83.0%
52A	SOUTH KEDZIE	36.3%	82.8%
86	NARRAGANSETT	35.6%	78.3%
59	59TH/61ST	35.9%	78.1%
	*** BOTTOM 20% BY VCR ***		
18	16TH/18TH	31.6%	69.8%
48	SOUTH DAMEN	28.3%	69.6%
39	PERSHING	30.5%	69.1%
30	SOUTH CHICAGO	28.9%	67.2%
49A	SOUTH WESTERN	29.2%	65.7%
203	RIDGE/GRANT	27.1%	62.8%
43	43RD	29.5%	61.5%
54A	NORTH CICERO/SKOKIE BLVD	22.9%	56.0%
201	CENTRAL/SHERMAN	21.9%	52.4%
31	31ST	20.7%	46.0%
202	MAIN/EMERSON	15.3%	34.5%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
DOWNTOWN ROUTES - WEEKDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
66	CHICAGO	63.5%	143.2%
22	CLARK	61.4%	139.0%
36	BROADWAY	61.6%	136.3%
56	MILWAUKEE	60.0%	131.4%
	*** MIDDLE 60% BY VCR ***		
60	BLUE ISLAND/26TH	57.3%	130.0%
20	MADISON	57.8%	125.5%
4	COTTAGE GROVE	56.4%	125.0%
156	LASALLE	42.8%	122.6%
151	SHERIDAN	50.4%	119.1%
29	STATE	52.7%	115.4%
126	JACKSON	46.0%	115.3%
3	KING DRIVE	46.4%	110.2%
44	WALLACE/RACINE	47.6%	106.9%
7	HARRISON	44.8%	98.2%
65	GRAND	38.9%	89.4%
1	INDIANA/HYDE PARK	40.1%	88.8%
62	ARCHER/LOCAL-EXPRESS	37.3%	86.7%
37	SEDGWICK/OGDEN	30.6%	72.5%
	*** BOTTOM 20% BY VCR ***		
24	WENTWORTH	31.5%	72.0%
16	LAKE STREET	31.6%	70.1%
131	WASHINGTON	25.7%	69.7%
41	ELSTON/CLYBOURN	21.5%	53.7%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
DOWNTOWN EXPRESS ROUTES - WEEKDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
145	WILSON/MICHIGAN	42.6%	109.5%
146	MARINE/MICHIGAN	40.1%	100.9%
	*** MIDDLE 60% BY VCR ***		
147	OUTER DRIVE EXPRESS	36.0%	94.3%
14	S. LAKE SHORE EXP	24.6%	89.5%
135	WILSON/LASALLE EXPRESS	24.6%	89.5%
136	SHERIDAN/LASALLE EXPRESS	23.3%	84.7%
2	HYDE PARK EXPRESS	24.5%	84.0%
23	WASHINGTON EXPRESS	34.4%	82.9%
6	JEFFERY	35.4%	82.4%
61	ARCHER/FRANKLIN EXPRESS	17.6%	59.8%
38	MICHIGAN EXPRESS	23.7%	52.2%
162	PULASKI/STEVENSON EXPR	12.7%	36.8%
	*** BOTTOM 20% BY VCR ***		
99	STEVENSON EXPRESS(INCL. #164)	12.2%	30.4%
99M	MIDWAY EXPRESS	4.5%	14.5%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
CIRCULATOR ROUTES - WEEKDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
157	STREETERVILLE	38.0%	88.2%
121	UNION/WACKER EXPRESS	44.5%	80.1%
	*** MIDDLE 60% BY VCR ***		
125	WATER TOWER EXPRESS	28.6%	72.9%
123	ILLINOIS/UNION EXPRESS	36.5%	61.8%
33	MAGNIFICENT MILE EXPRESS	16.3%	60.1%
122	ILLINOIS CTR/NW EXPRESS	35.0%	59.6%
120	NW/WACKER EXPRESS	30.1%	55.2%
129	NORTHWEST/FRANKLIN	28.6%	53.0%
	*** BOTTOM 20% BY VCR ***		
15	SHOPPERS LOOP	16.6%	53.0%
127	MCCORM. PL./NW STATION	8.5%	15.3%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
FEEDER ROUTES - WEEKDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
71	71ST	69.1%	149.1%
155	DEVON	68.2%	147.1%
95W	95TH	51.2%	111.2%
108	HALSTED/95TH	39.4%	98.3%
88	HIGGINS	42.5%	96.5%
	*** MIDDLE 60% BY VCR ***		
100	JEFFERY MANOR EXPRESS	37.3%	94.0%
93	NORTH CALIFORNIA	42.0%	92.9%
8A	SOUTH HALSTED	40.6%	88.9%
95E	93RD/95TH	41.0%	88.7%
68	NORTHWEST HWY	36.2%	86.7%
34	SO. MICHIGAN (INCL. #119)	36.3%	82.5%
81W	WEST LAWRENCE	37.4%	81.1%
112	VINCENNES/111TH	35.1%	79.4%
25	WEST CERMAK	37.0%	77.5%
97	SKOKIE	34.5%	75.3%
69	CUMBERLAND/EAST RIVER	30.2%	70.0%
85A	NORTH CENTRAL	29.3%	69.7%
103	WEST 103RD	27.9%	65.5%
106	103RD/106TH	29.3%	65.3%
17	WESTCHESTER	28.9%	65.0%
63W	WEST 63RD (INCL. #165)	26.1%	57.1%
96	LUNT	21.4%	49.1%
64	FOSTER-CANFIELD	21.0%	48.9%
	*** BOTTOM 20% BY VCR ***		
56A	NORTH MILWAUKEE	21.5%	48.2%
62H	ARCHER/HARLEM (INCL. #62N & A)	17.4%	44.3%
110	MARQUETTE	16.2%	42.3%
90N	NORTH HARLEM	15.9%	35.7%
32	WEST 31ST	13.7%	35.6%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
CROSSTOWN ROUTES - SATURDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
81	LAWRENCE	77.4%	168.3%
74	FULLERTON	65.4%	142.7%
70	DIVISION	62.0%	137.2%
54B	SOUTH CICERO	61.8%	133.7%
63	63RD STREET	60.1%	133.3%
9	ASHLAND	61.1%	132.4%
53	PULASKI	60.5%	131.2%
47	47TH	60.3%	124.9%
75	74TH/75TH	55.8%	122.4%
49B	NORTH WESTERN	55.0%	121.9%
79	79TH	54.3%	121.7%
	*** MIDDLE 60% BY VCR ***		
28	STONY ISLAND	54.8%	120.5%
21	CERMAK	55.9%	119.4%
67	67TH/69TH/71ST	53.0%	119.2%
49	WESTERN	54.7%	119.0%
77	BELMONT	53.9%	117.4%
85	CENTRAL	52.5%	116.9%
91	AUSTIN	53.8%	116.9%
54	CICERO	53.9%	116.5%
76	DIVERSEY	49.4%	115.3%
82	KIMBALL/HOMAN	53.9%	115.3%
92	FOSTER	49.7%	111.0%
72	NORTH	50.7%	109.9%
78	MONTROSE	50.3%	109.9%
57	LARAMIE	46.8%	108.6%
90	HARLEM	50.9%	108.4%
55	GARFIELD	47.7%	106.1%
80	IRVING PARK	47.7%	104.1%
87	87TH	46.4%	102.6%
8	HALSTED	47.1%	101.9%
52	KEDZIE/CALIFORNIA	43.7%	92.5%
11	LINCOLN	38.7%	92.3%
152	ADDISON	40.5%	91.3%
53A	SOUTH PULASKI	40.8%	89.1%
35	35TH	42.3%	88.8%
51	51ST	40.7%	87.9%
52A	SOUTH KEDZIE	33.1%	85.4%
12	ROOSEVELT	39.5%	84.5%
94	SOUTH CALIFORNIA	36.3%	82.4%
111	PULLMAN/111/115	36.7%	82.0%
73	ARMITAGE	38.4%	81.3%
84	PETERSON	23.3%	81.1%
44	WALLACE/RACINE	34.4%	77.9%
50	DAMEN	35.6%	77.8%
49A	SOUTH WESTERN	35.2%	76.6%
	*** BOTTOM 20% BY VCR ***		
27	SOUTH DEERING	35.1%	76.3%
86	NARRAGANSETT	32.5%	70.8%
201	CENTRAL/SHERMAN	25.3%	70.7%
59	59TH/61ST	29.9%	64.2%
43	43RD	20.6%	56.1%
30	SOUTH CHICAGO	22.5%	49.9%
18	16TH/18TH	22.8%	49.1%
204	DODGE	26.5%	43.8%
16	LAKE STREET	19.2%	41.4%
39	PERSHING	15.2%	33.4%
31	31ST	12.5%	27.7%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
DOWNTOWN ROUTES - SATURDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
22	CLARK	70.1%	152.5%
66	CHICAGO	61.7%	134.3%
36	BROADWAY	60.9%	133.4%
	*** MIDDLE 60% BY VCR ***		
151	SHERIDAN	58.4%	123.6%
56	MILWAUKEE	54.9%	119.4%
20	MADISON	50.4%	107.8%
4	COTTAGE GROVE	48.6%	106.9%
3	KING DRIVE	47.2%	104.9%
60	BLUE ISLAND/26TH	46.0%	101.2%
29	STATE	42.3%	94.4%
1	INDIANA/HYDE PARK	35.8%	77.1%
126	JACKSON	34.2%	77.0%
62	ARCHER/LOCAL-EXPRESS	33.6%	73.1%
	*** BOTTOM 20% BY VCR ***		
7	HARRISON	31.3%	69.9%
65	GRAND	31.8%	69.1%
24	WENTWORTH	24.5%	54.2%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
DOWNTOWN EXPRESS ROUTES - SATURDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
145	WILSON/MICHIGAN	44.6%	104.4%
	*** MIDDLE 60% BY VCR ***		
6	JEFFERY	43.0%	99.5%
146	MARINE/MICHIGAN	42.7%	95.3%
147	OUTER DRIVE EXPRESS	35.5%	87.5%
23	WASHINGTON EXPRESS	29.5%	63.9%
	*** BOTTOM 20% BY VCR ***		
38	MICHIGAN EXPRESS	16.6%	35.5%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
FEEDER ROUTES - SATURDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
155	DEVON	64.1%	141.7%
71	71ST	56.4%	126.1%
95W	95TH	44.2%	100.4%
34	SO. MICHIGAN (INCL. #119)	39.1%	90.1%
	*** MIDDLE 60% BY VCR ***		
108	HALSTED/95TH	41.3%	88.5%
8A	SOUTH HALSTED	37.4%	82.4%
97	SKOKIE	37.2%	81.5%
81W	WEST LAWRENCE	34.0%	72.0%
106	103RD/106TH	31.9%	71.9%
93	NORTH CALIFORNIA	29.8%	64.7%
25	WEST CERMAK	29.3%	63.2%
103	WEST 103RD	29.3%	61.6%
96	LUNT	25.7%	56.7%
68	NORTHWEST HWY	24.9%	56.5%
95E	93RD/95TH	25.5%	56.5%
112	VINCENNES/111TH	25.4%	55.2%
88	HIGGINS	22.2%	48.8%
	*** BOTTOM 20% BY VCR ***		
62H	ARCHER/HARLEM (INCL. #62N)	20.0%	44.9%
63W	WEST 63RD	19.3%	40.0%
85A	NORTH CENTRAL	12.0%	28.4%
90N	NORTH HARLEM	5.0%	12.7%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
CROSSTOWN ROUTES - SUNDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
54B	SOUTH CICERO	69.6%	164.1%
81	LAWRENCE	61.1%	135.3%
82	KIMBALL/HOMAN	52.8%	114.7%
70	DIVISION	49.2%	110.3%
49B	NORTH WESTERN	49.6%	109.8%
79	79TH	49.6%	108.6%
74	FULLERTON	49.0%	108.1%
67	67TH/69TH/71ST	47.9%	105.2%
76	DIVERSEY	44.7%	105.2%
53	PULASKI	47.9%	103.7%
	*** MIDDLE 60% BY VCR ***		
63	63RD STREET	46.7%	100.4%
77	BELMONT	45.7%	99.8%
9	ASHLAND	40.9%	96.5%
49	WESTERN	43.0%	93.9%
92	FOSTER	40.7%	91.0%
28	STONY ISLAND	41.7%	90.7%
72	NORTH	42.2%	90.4%
47	47TH	41.9%	89.0%
87	87TH	40.0%	87.6%
85	CENTRAL	38.8%	83.6%
8	HALSTED	38.7%	83.5%
78	MONTROSE	38.2%	83.0%
55	GARFIELD	35.0%	82.0%
75	74TH/75TH	37.1%	81.3%
152	ADDISON	34.8%	80.8%
80	IRVING PARK	36.7%	80.6%
91	AUSTIN	35.0%	79.2%
21	CERMAK	36.1%	79.1%
73	ARMITAGE	36.3%	78.5%
52A	SOUTH KEDZIE	32.7%	76.4%
51	51ST	33.2%	76.0%
90	HARLEM	32.7%	75.9%
84	PETERSON	24.9%	73.0%
54	CICERO	33.5%	72.0%
12	ROOSEVELT	33.1%	69.4%
11	LINCOLN	29.2%	68.6%
52	KEDZIE/CALIFORNIA	32.1%	67.6%
53A	SOUTH PULASKI	29.1%	66.7%
94	SOUTH CALIFORNIA	28.9%	64.8%
50	DAMEN	29.3%	62.9%
44	WALLACE/RACINE	27.8%	62.6%
111	PULLMAN/111/115	25.5%	58.9%
35	35TH	26.8%	56.5%
27	SOUTH DEERING	23.8%	52.6%
	*** BOTTOM 20% BY VCR ***		
57	LARAMIE	20.6%	49.7%
59	59TH/61ST	21.1%	47.3%
18	16TH/18TH	20.1%	44.3%
43	43RD	14.9%	43.3%
86	NARRAGANSETT	17.0%	38.5%
49A	SOUTH WESTERN	15.5%	32.8%
7	HARRISON	13.8%	32.5%
16	LAKE STREET	13.9%	30.2%
39	PERSHING	12.9%	28.5%
30	SOUTH CHICAGO	7.8%	21.0%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
DOWNTOWN ROUTES - SUNDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
22	CLARK	60.8%	135.7%
36	BROADWAY	51.7%	115.6%
66	CHICAGO	49.8%	104.9%
	*** MIDDLE 60% BY VCR ***		
20	MADISON	43.6%	92.6%
151	SHERIDAN	39.4%	91.5%
4	COTTAGE GROVE	40.6%	89.0%
60	BLUE ISLAND/26TH	39.5%	85.6%
3	KING DRIVE	37.6%	83.9%
29	STATE	37.1%	80.0%
145	WILSON/MICHIGAN	32.4%	79.5%
56	MILWAUKEE	35.5%	77.6%
146	MARINE/MICHIGAN	31.9%	71.1%
1	INDIANA/HYDE PARK	31.5%	70.3%
126	JACKSON	25.2%	56.9%
	*** BOTTOM 20% BY VCR ***		
62	ARCHER/LOCAL-EXPRESS	24.2%	54.2%
65	GRAND	24.2%	53.7%
24	WENTWORTH	15.8%	35.5%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
DOWNTOWN EXPRESS ROUTES - SUNDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
6	JEFFERY	34.0%	82.2%
23	WASHINGTON EXPRESS	20.5%	44.3%
38	MICHIGAN EXPRESS	15.7%	34.2%

PERIOD FOUR, 1994
ROUTE PERFORMANCE REPORT
FEEDER ROUTES - SUNDAY
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
	*** TOP 20% BY VCR ***		
71	71ST	56.1%	132.3%
155	DEVON	57.4%	125.3%
34	SO. MICHIGAN (INCL. #119)	35.1%	78.9%
	*** MIDDLE 60% BY VCR ***		
25	WEST CERMAK	27.3%	66.6%
97	SKOKIE	28.8%	63.6%
108	HALSTED/95TH	28.9%	62.7%
95W	95TH	26.7%	61.2%
8A	SOUTH HALSTED	24.9%	54.0%
81W	WEST LAWRENCE	20.6%	46.4%
95E	93RD/95TH	21.2%	46.4%
103	WEST 103RD	20.5%	46.0%
88	HIGGINS	19.9%	44.8%
112	VINCENNES/111TH	17.5%	40.6%
96	LUNT	17.6%	39.5%
	*** BOTTOM 20% BY VCR ***		
106	103RD/106TH	16.5%	37.2%
68	NORTHWEST HWY	14.7%	33.9%
63W	WEST 63RD	10.6%	24.0%

APPENDIX D
NOVEMBER 1993 RAIL TRAFFIC REPORT

Chicago Transit Authority

Service Delivery
Planning
Service Planning

Rail System | SDP-x94021
Nov. 1993 Traffic | 4-4-94

Supersedes SDP-x93012

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- Purple Line 4
- Yellow Line 4
- Blue Line 5
- Green Line 6
- Brown Line 6
- Orange Line 7
- Loop Elevated 7
- System 7

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Table I

Entering Weekday in volume order

	STATION	ROUTE	PASSENGERS
	Washington	Red	19,350
	95	Red	18,050
	Chicago	Red	11,200
	Jackson	Red	10,900
5	Washington	Blue	10,700
	Clark/Lake	Loop	10,400
	Belmont	Red	9,200
	Fullerton	Red	8,700
	Jefferson Park	Blue	8,050
10	Howard	Red	7,700
	79	Red	7,650
	Monroe	Red	7,000
	69	Red	6,900
	Monroe	Blue	6,750
15	O'Hare	Blue	6,750
	Jackson	Blue	6,650
	State/Lake	Loop	6,100
	Clark/Division	Red	5,950
	Grand	Red	5,900
20	Adams/Wabash	Loop	5,700
	U of I-Halsted	Blue	5,600
	River Road	Blue	5,550
	Loyola	Red	5,400
	87	Red	5,150
25	Belmont	Blue	5,100
	Logan Square	Blue	4,700
	Wilson	Red	4,700
	Bryn Mawr	Red	4,550
	Morse	Red	4,250
30	Cumberland	Blue	4,250
	Madison/Wells	Loop	4,200
	Irving Park	Blue	4,000
	Merchandise Mart	Brown	3,900
	Pulaski	Orange	3,900
35	Desplaines	Blue	3,800
	Harlem (O'Hare)	Blue	3,800
	Kimball	Brown	3,800
	Garfield	Red	3,750
	Midway	Orange	3,750
40	Addison	Red	3,500
	Sheridan	Red	3,500
	Division	Blue	3,500
	Randolph/Wabash	Loop	3,450
	Damen	Blue	3,450
45	Madison/Wabash	Loop	3,400
	63	Red	3,300
	Davis	Purple	3,300
	Western	Brown	3,200
	Diversey	Brown	3,000
50	Quincy/Wells	Loop	3,000
	Sox-35	Red	3,000
	Armitage	Brown	2,750
	Dempster	Yellow	2,650
	Polk	Blue	2,600
55	Roosevelt	Red	2,600
	Granville	Red	2,550
	LaSalle/Van Buren	Loop	2,550
	54th/Cermak	Blue	2,550
	Berwyn	Red	2,500
60	Harlem	Green	2,350
	Clinton	Blue	2,350
	Addison	Blue	2,350
	Thorndale	Red	2,150
	LaSalle	Blue	2,100
65	Argyle	Red	2,100
	Western (O'Hare)	Blue	2,100
	Lawrence	Red	2,050
	47	Red	2,000
	Racine	Blue	2,000
70	Chicago	Brown	1,950
	Irving Park	Brown	1,950
	Central	Green	1,950
	Ashland (Englewood)	Green	1,900
	North/Clybourn	Red	1,850
75	Austin	Blue	1,850
	Southport	Brown	1,800
	Montrose	Blue	1,800
	Harrison	Red	1,800
	Cermak-Chinatown	Red	1,800
80	Austin	Green	1,750
	Medical Center	Blue	1,700
	California (O'Hare)	Blue	1,700
	Linden	Purple	1,650
	Chicago	Blue	1,650
85	Western	Orange	1,650
	Kedzie	Orange	1,650
	Cicero (Douglas)	Blue	1,600
	Kedzie (Congress)	Blue	1,600
	Randolph/Wells	Loop	1,600
90	Oak Park	Blue	1,550
	Addison	Brown	1,550
	Damen	Brown	1,450
	Montrose	Brown	1,450
	47	Green	1,450
95	Main	Purple	1,350
	Jarvis	Red	1,350
	Pulaski	Green	1,300
	California (Douglas)	Blue	1,250
	Pulaski (Congress)	Blue	1,250
100	Tech-35	Green	1,200
	Kedzie	Brown	1,200
	Wellington	Brown	1,200
	35th/Archer	Orange	1,200
	51	Green	1,150
105	Cicero (Congress)	Blue	1,150
	Clinton	Green	1,100
	Sedgwick	Brown	1,100
	Cicero	Green	1,100
	18	Blue	1,050
110	Laramie	Green	1,000
	Paulina	Brown	1,000
	Roosevelt	Orange	1,000
	Central	Purple	950
	Ridgeland	Green	900
115	Oak Park	Green	900
	Harlem (Congress)	Blue	900
	Pulaski (Douglas)	Blue	900
	43	Green	850
	South Blvd	Purple	850
120	Halsted	Orange	850
	Ashland (Lake)	Green	800
	King Drive	Green	800
	Cottage Grove	Green	800
	Rockwell	Brown	800
125	Dempster	Purple	800
	Ashland	Orange	800
	Central Park	Blue	750
	Western (Douglas)	Blue	750
	Western (Congress)	Blue	750
130	Kedzie (Douglas)	Blue	700
	Halsted (Englewood)	Green	700
	Francisco	Brown	650
	Garfield	Green	650
	Hoyne	Blue	650
135	University	Green	600
	Halsted (Lake)	Green	600
	Foster	Purple	600
	61	Green	600
	Noyes	Purple	550
140	Homan	Green	550
	Kildare	Blue	550
	Indiana	Green	500
	58	Green	450
	Kedzie	Green	450
145	Racine	Green	400

Average traffic per station = 3,000

SYSTEM TOTAL **432,600**

Average per station 3,000

Entering Weekday
in alphabetic order by station name

Table II

	STATION	ROUTE	PASSENGERS
	18	Blue	1,050
	35th/Archer	Orange	1,200
	43	Green	850
	47	Green	1,450
5	47	Red	2,000
	51	Green	1,150
	54th/Cermak	Blue	2,550
	58	Green	450
	61	Green	600
10	63	Red	3,300
	69	Red	6,900
	79	Red	7,650
	87	Red	5,150
	95	Red	18,050
15	Adams/Wabash	Loop	5,700
	Addison	Blue	2,350
	Addison	Brown	1,550
	Addison	Red	3,500
	Argyle	Red	2,100
20	Armitage	Brown	2,750
	Ashland (Englewood)	Green	1,900
	Ashland (Lake)	Green	800
	Ashland	Orange	800
	Austin	Blue	1,850
25	Austin	Green	1,750
	Belmont	Blue	5,100
	Belmont	Red	9,200
	Berwyn	Red	2,500
	Bryn Mawr	Red	4,550
30	California (Douglas)	Blue	1,250
	California (O'Hare)	Blue	1,700
	Central Park	Blue	750
	Central	Green	1,950
	Central	Purple	950
35	Cermak-Chinatown	Red	1,800
	Chicago	Blue	1,650
	Chicago	Brown	1,950
	Chicago	Red	11,200
	Cicero (Congress)	Blue	1,150
40	Cicero (Douglas)	Blue	1,600
	Cicero	Green	1,100
	Clark/Division	Red	5,950
	Clark/Lake	Loop	10,400
	Clinton	Green	1,100
45	Clinton	Blue	2,350
	Cottage Grove	Green	800
	Cumberland	Blue	4,250
	Damen	Blue	3,450
	Damen	Brown	1,450
50	Davis	Purple	3,300
	Dempster	Purple	800
	Dempster	Yellow	2,650
	Desplaines	Blue	3,800
	Diversey	Brown	3,000
55	Division	Blue	3,500
	Foster	Purple	600
	Francisco	Brown	650
	Fullerton	Red	8,700
	Garfield	Green	650
60	Garfield	Red	3,750
	Grand	Red	5,900
	Granville	Red	2,550
	Halsted (Englewood)	Green	700
	Halsted (Lake)	Green	600
65	Halsted	Orange	850
	Harlem (Congress)	Blue	900
	Harlem (O'Hare)	Blue	3,800
	Harlem	Green	2,350
	Harrison	Red	1,800
70	Homan	Green	550
	Howard	Red	7,700
	Hoyne	Blue	650
	Indiana	Green	500
	Irving Park	Brown	1,950
75	Irving Park	Blue	4,000
	Jackson	Blue	6,650
	Jackson	Red	10,900
	Jarvis	Red	1,350
	Jefferson Park	Blue	8,050
80	Kedzie (Congress)	Blue	1,600
	Kedzie (Douglas)	Blue	700
	Kedzie	Brown	1,200
	Kedzie	Orange	1,650
	Kedzie	Green	450
85	Kildare	Blue	550
	Kimball	Brown	3,800
	King Drive	Green	800
	Laramie	Green	1,000
	LaSalle/Van Buren	Loop	2,550
90	LaSalle	Blue	2,100
	Lawrence	Red	2,050
	Linden	Purple	1,650
	Logan Square	Blue	4,700
	Loyola	Red	5,400
95	Madison/Wabash	Loop	3,400
	Madison/Wells	Loop	4,200
	Main	Purple	1,350
	Medical Center	Blue	1,700
	Merchandise Mart	Brown	3,900
100	Midway	Orange	3,750
	Monroe	Blue	6,750
	Monroe	Red	7,000
	Montrose	Blue	1,800
	Montrose	Brown	1,450
105	Morse	Red	4,250
	North/Clybourn	Red	1,850
	Noyes	Purple	550
	Oak Park	Blue	1,550
	Oak Park	Green	900
110	O'Hare	Blue	6,750
	Pauline	Brown	1,000
	Polk	Blue	2,600
	Pulaski (Congress)	Blue	1,250
	Pulaski (Douglas)	Blue	900
115	Pulaski	Green	1,300
	Pulaski	Orange	3,900
	Quincy/Wells	Loop	3,000
	Racine	Blue	2,000
	Racine	Green	400
120	Randolph/Wabash	Loop	3,450
	Randolph/Wells	Loop	1,600
	Ridgeland	Green	900
	River Road	Blue	5,550
	Rockwell	Brown	800
125	Roosevelt	Orange	1,000
	Roosevelt	Red	2,600
	Sedgwick	Brown	1,100
	Sheridan	Red	3,500
	South Blvd	Purple	850
130	Southport	Brown	1,800
	Sox-35	Red	3,000
	State/Lake	Loop	6,100
	Tech-35	Green	1,200
	Thorndale	Red	2,150
135	U of I-Halsted	Blue	5,600
	University	Green	600
	Washington	Blue	10,700
	Washington	Red	19,350
	Wellington	Brown	1,200
140	Western (Congress)	Blue	750
	Western (Douglas)	Blue	750
	Western (O'Hare)	Blue	2,100
	Western	Brown	3,200
	Western	Orange	1,650
145	Wilson	Red	4,700

SYSTEM TOTAL	432,600
Average per station	3,000

Table III

Entering Weekday, Saturday and Sunday in geographic order by route

	WEEKDAY IN NOVEMBER, 1993					SATURDAY IN NOVEMBER, 1993					SUNDAY IN NOVEMBER, 1993				
	Passengers					Passengers					Passengers				
	Cash					Cash					Cash				
RED LINE	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
North Side															
1 Howard	2,550	300	2,000	2,850	7,700	1,750	150	1,100	1,800	4,800	1,000	100	550	1,150	2,800
Jarvis	850	100	50	350	1,350	500	50	-	300	850	250	-	50	300	600
Morse	2,400	300	400	1,150	4,250	1,750	100	200	850	2,900	1,150	50	150	700	2,050
Loyola	2,800	300	950	1,350	5,400	1,800	50	500	900	3,250	950	50	350	600	1,950
5 Granville	1,500	150	100	800	2,550	1,000	50	150	650	1,850	850	50	100	550	1,550
Thorndale	1,200	250	100	600	2,150	650	50	100	450	1,250					
Bryn Mawr	2,350	300	700	1,200	4,550	1,450	100	350	800	2,700	1,050	50	250	600	1,950
Berwyn	1,150	100	500	750	2,500	650	50	300	500	1,500	400	50	200	400	1,050
Argyle	1,200	150	150	600	2,100	800	-	100	350	1,250	500	50	50	300	900
10 Lawrence	850	150	450	600	2,050	650	50	250	450	1,400	250	50	200	300	800
Wilson	2,200	400	800	1,300	4,700	1,550	100	400	850	2,900	900	50	300	500	1,750
Sheridan	2,150	150	400	800	3,500	1,150	50	250	600	2,050	800	-	250	500	1 550
Addison	2,100	50	450	900	3,500	1,450	-	200	550	2,200	800	-	150	400	1,350
Belmont	5,250	150	1,850	2,150	9,200	3,450	50	950	1,550	6,000	2,250	50	650	1,100	4,050
15 Fullerton	5,800	200	1,250	1,450	8,700	2,600	50	700	950	4,300	1,700	-	500	700	2,900
North/Clybourn	800	150	450	450	1,850										
Clark/Division	3,400	150	950	1,450	5,950	2,500	100	750	1,150	4,500	1,700	50	600	900	3,250
Chicago	7,150	450	1,300	2,300	11,200	5,300	100	750	1,650	7,800	2,750	50	650	1,050	4,500
Grand	4,100	50	500	1,250	5,900	2,100	50	250	600	3,000	1,250	50	150	400	1,850
20 *Total North Side*	49,800	3,850	13,150	22,300	89,100	31,100	1,150	7,300	14,950	54,500	18,550	700	5,150	10,450	34,850
State Subway															
Washington															
Lake-Randolph	2,550	150	2,400	1,700	6,800	1,050	50	1,700	1,000	3,800	700	50	1,450	700	2,900
Randolph-Washington	5,250	250	1,450	2,000	8,950	2,100	150	850	1,100	4,200	1,300	50	650	750	2,750
Washington-Madison	1,700	100	950	850	3,600	400	50	200	250	900					
Total	9,500	500	4,800	4,550	19,350	3,550	250	2,750	2,350	8,900	2,000	100	2,100	1,450	5,650
25 Monroe															
Madison-Monroe	3,250	150	550	1,150	5,100	1,500	50	350	550	2,450	950	50	300	450	1,750
Monroe-Adams	1,200	50	300	350	1,900	400	50	100	150	700					
Total	4,450	200	850	1,500	7,000	1,900	100	450	700	3,150	950	50	300	450	1,750
Jackson															
Adams-Jackson	4,400	200	1,450	1,950	8,000	1,950	50	750	1,000	3,750	950	-	650	800	2,400
Jackson-Van Buren	1,600	100	500	700	2,900	500	-	150	200	850					
30 *Total*	6,000	300	1,950	2,650	10,900	2,450	50	900	1,200	4,600	950	-	650	800	2,400
Harrison	1,100	200	100	400	1,800										
Roosevelt	700	50	1,000	850	2,600	450	-	500	500	1,450	350	-	500	400	1,250
Total State Subway	21,750	1,250	8,700	9,950	41,650	8,350	400	4,600	4,750	18,100	4,260	150	3,550	3,100	11,050
Dan Ryan															
Cermak-Chinatown	700	100	600	400	1,800	600	50	400	300	1,350	350	50	200	250	850
35 Sox-35	900	150	1,100	850	3,000	700	50	500	350	1,600	350	-	400	250	1,000
47	550	100	800	550	2,000	450	50	500	350	1,350	350	50	400	300	1,100
Garfield	900	150	1,800	900	3,750	550	50	1,100	550	2,250	450	50	1,100	550	2,150
63	600	100	1,800	800	3,300	300	-	1,100	550	1,950	250	-	850	450	1,550
69	1,400	250	3,450	1,800	6,900	800	50	2,250	1,100	4,200	700	50	1,550	900	3,200
40 79	1,350	150	4,000	2,150	7,650	700	50	2,550	1,300	4,600	450	-	1,650	750	2,850
87	1,100	150	2,700	1,200	5,150	650	50	1,250	750	2,700	450	50	900	550	1,950
95	2,450	350	10,700	4,550	18,050	1,100	100	5,100	2,600	8,900	650	50	3,400	1,850	5,950
Total Dan Ryan	9,950	1,500	26,950	13,200	51,600	5,850	450	14,750	7,850	28,900	4,000	300	10,450	5,850	20,600
RED LINE TOTAL	81,500	6,600	48,800	45,450	182,350	45,300	2,000	26,650	27,550	101,500	26,800	1,150	19,150	19,400	66,500
	88,100					47,300					27,950				

Line 1 ______ Howard includes traffic entering for Purple Line (Evanston) and Yellow Line (Skokie) trains
Lines 14 & 15 ______ Belmont and Fullerton includes traffic entering for Brown Line (Ravenswood) and Purple Line (Evanston) trains

PURPLE LINE															
Evanston															
45 Linden	850	100	450	450	1,650	300	50	100	300	750	200	-	50	100	350
Central	500	-	100	350	950	600	-	100	150	650	150	-	50	150	350
Noyes	400	50	-	100	550	300	50	-	50	400	150	-	-	100	250
Foster	400	50	-	150	600	300	-	-	100	400	150	50	50	100	350
Davis	1,650	100	650	900	3,300	1,400	50	450	600	2,500	750	50	150	350	1,300
50 Dempster	550	-	50	200	800	250	-	-	150	400	150	-	100	150	400
Main	950	50	100	250	1,350	450	50	50	200	750	200	50	50	100	400
South Blvd	600	50	-	200	850	200	50	-	150	400	150	-	50	200	400
PURPLE LINE TOTAL	5,700	400	1,350	2,600	10,050	3,800	250	700	1,700	6,450	1,900	150	500	1,250	3,800
	6,100					4,050					2,050				

Traffic entering Howard for Purple Line (Evanston) trains included in line 1 above
Traffic entering Belmont and Fullerton stations for Purple Line (Evanston) trains included in lines 14 and 15 above
Traffic entering Chicago and Merchandise Mart stations for Purple Line (Evanston) trains included in lines 170 and 171 below
Traffic entering Loop stations for Purple Line (Evanston) trains included in lines 183 to 206 below

YELLOW LINE						
Skokie						
Dempster	1,450	100	500	600	2,650	No operation on Saturdays, Sundays or holidays
	1,550					

Traffic entering Howard for Yellow Line (Skokie) trains included in line 1 above
- denotes less than 25 passengers

Entering Weekday, Saturday and Sunday in geographic order by route

Table III continued

		WEEKDAY IN NOVEMBER, 1993					SATURDAY IN NOVEMBER, 1993					SUNDAY IN NOVEMBER, 1993				
		Passengers					Passengers					Passengers				
	BLUE LINE	Cash					Cash					Cash				
		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	O'Hare															
55	O'Hare	4,950	100	400	1,300	6,750	4,100	100	250	1,050	5,500	3,300	100	400	1,000	4,800
	River Road	2,450	50	1,450	1,600	5,550	1,300	50	300	650	2,300	850	50	100	300	1,300
	Cumberland	2,500	100	700	950	4,250	1,000	50	100	300	1,450	700	50	100	250	1,100
	Harlem	1,200	200	1,450	950	3,800	450	50	500	400	1,400	300	50	300	250	900
	Jefferson Park	2,400	200	3,150	2,300	8,050	850	100	1,100	1,050	3,100	500	50	800	700	2,050
60	Montrose	700	50	600	450	1,800	250	-	200	200	650	100	-	150	200	450
	Irving Park	1,650	100	1,300	950	4,000	550	-	500	450	1,500	350	-	350	350	1,050
	Addison	950	50	950	400	2,350	300	-	250	200	750	200	-	150	150	500
	Belmont	1,450	100	2,050	1,500	5,100	600	50	700	700	2,050	500	-	550	500	1,550
	Logan Square	2,250	150	1,200	1,100	4,700	1,050	50	450	600	2,150	700	50	250	400	1,400
65	California	900	50	300	450	1,700	300	-	200	250	750	200	-	200	200	600
	Western	950	50	600	500	2,100	450	-	350	250	1,050	250	-	250	250	750
	Damen	1,800	100	800	750	3,450	700	50	350	400	1,500	450	-	300	300	1,050
	Division	1,500	300	900	800	3,500	800	50	500	500	1,850	550	50	300	300	1,200
	Chicago	650	100	500	400	1,650										
70	*Total O'Hare*	26,300	1,700	16,350	14,400	58,750	12,700	550	5,750	7,000	26,000	8,950	400	4,200	5,150	18,700
	Dearborn Subway															
	Washington															
	Randolph-Washington	5,700	350	1,250	1,650	8,950	2,000	200	550	750	3,500	950	50	400	400	1,800
	Washington-Madison	1,250	50	200	250	1,750										
	Total	6,950	400	1,450	1,900	10,700	2,000	200	550	750	3,500	950	50	400	400	1,800
	Monroe															
75	Madison-Monroe	3,050	150	500	900	4,600	900	150	250	400	1,700	400	50	150	150	750
	Monroe-Adams	1,500	50	200	400	2,150										
	Total	4,550	200	700	1,300	6,750	900	150	250	400	1,700	400	50	150	150	750
	Jackson															
	Adams-Jackson	2,800	100	950	1,100	4,950	1,100	50	450	600	2,200	500	-	300	300	1,100
	Jackson-Van Buren	750	100	400	450	1,700										
	Total	3,550	200	1,350	1,550	6,650	1,100	50	450	600	2,200	500	-	300	300	1,100
80	LaSalle	1,450	150	100	400	2,100										
	Total Dearborn Subway	16,500	950	3,600	5,150	26,200	4,000	400	1,250	1,750	7,400	1,850	100	850	850	3,650
	Congress															
	Clinton	1,600	50	150	550	2,350	600	-	50	200	850	350	-	50	200	600
	U of I-Halsted															
	Halsted	700	50	500	500	1,750	500	-	300	250	1,050	50	-	300	200	550
	Peoria	2,700	200	150	800	3,850	-	-	-	50	50	50	-	50	50	150
85	*Total*	3,400	250	650	1,300	5,600	500	-	300	300	1,100	100	-	350	250	700
	Racine															
	Racine	800	250	150	250	1,450	400	50	50	100	600	150	-	100	100	350
	Loomis	50	450	-	50	550										
	Total	850	700	150	300	2,000	400	50	50	100	600	150	-	100	100	350
	Total Clinton to Racine	5,850	1,000	950	2,150	9,950	1,500	50	400	600	2,550	600	0	500	550	1,650
90	Medical Center	1,000	50	200	450	1,700	300	-	100	200	600	200	-	100	100	400
	Western	300	100	200	150	750	150	-	150	100	400	100	-	100	100	300
	Kedzie															
	Kedzie	300	50	250	200	800	150	50	100	100	400	100	-	100	100	300
	Homan	300	50	250	200	800	150	-	150	100	400	100	50	100	100	350
	Total	600	100	500	400	1,600	300	50	250	200	800	200	50	200	200	650
95	Pulaski	450	50	450	300	1,250	300	-	250	200	750	150	-	200	150	500
	Cicero	350	50	550	200	1,150	200	-	150	150	500	100	-	150	150	400
	Austin															
	Austin	700	50	450	300	1,500	300	-	150	150	600	100	-	150	150	400
	Lombard	300	-	-	50	350										
	Total	1,000	50	450	350	1,850	300	-	150	150	600	100	-	150	150	400
100	Oak Park	1,150	50	150	200	1,550	250	50	50	50	400	100	-	50	50	200
	Harlem	600	0	150	150	900	150	-	100	100	350	50	-	100	50	200
	Desplaines	1,700	100	1,300	700	3,800	550	50	500	300	1,400	250	50	350	250	900
	Total Med. Center to Desplaines	7,150	550	3,950	2,900	14,550	2,500	150	1,700	1,450	5,800	1,250	100	1,400	1,200	3,950
	Total Congress	13,000	1,550	4,900	5,050	24,500	4,000	200	2,100	2,050	8,350	1,850	100	1,900	1,750	5,600
	Douglas															
105	Polk	1,550	150	250	650	2,600	350	-	100	200	650	250	-	50	150	450
	18	650	50	150	200	1,050	350	50	100	100	600	350	-	200	150	700
	Hoyne	550	100	-	-	650	250	50	-	-	300	150	-	-	50	200
	Western	350	50	200	150	750	200	-	100	100	400	150	-	150	100	400
	California	600	50	400	200	1,250	350	-	150	100	600	250	-	150	150	550
110	Kedzie	200	50	250	200	700	100	-	150	100	350	100	-	100	50	250
	Central Park	300	50	250	150	750	200	50	100	100	450	150	50	150	100	450
	Pulaski	300	50	350	200	900	150	-	200	150	500	100	-	100	100	300
	Kildare	300	100	50	100	550	150	-	-	50	200	100	-	50	50	200
	Cicero	750	50	500	300	1,600	400	50	400	250	1,100	150	-	250	100	500
115	54th/Cermak	1,050	100	800	600	2,550	450	50	700	450	1,650	100	50	650	350	1,150
	Total Douglas	6,800	800	3,200	2,750	13,350	2,950	250	2,000	1,800	6,800	1,850	100	1,850	1,350	5,150
	Total West Side	19,600	2,350	8,100	7,800	37,850	6,950	450	4,100	3,850	15,150	3,700	200	3,750	3,100	10,750
	BLUE LINE TOTAL	62,400	5,000	28,050	27,350	122,800	23,650	1,400	11,100	12,400	48,550	14,500	700	8,800	9,100	33,100
		67,400					25,050					15,200				

Line 57 Cumberland station traffic does not include traffic through defective turnstile

Traffic entering Loop stations for Blue Line trains included in lines 203 to 206 below

denotes less than 25 passengers

Table III continued

Entering Weekday, Saturday and Sunday in geographic order by route

	WEEKDAY IN NOVEMBER, 1993					SATURDAY IN NOVEMBER, 1993					SUNDAY IN NOVEMBER, 1993				
	Passengers					Passengers					Passengers				
	Cash					Cash					Cash				
GREEN LINE	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
Lake															
Harlem															
120 Harlem	850	50	700	550	2,150	550	50	300	300	1,200	300	50	150	250	750
Marion	150	-	-	50	200	50	-	-	50	100					
Total	1,000	50	700	600	2,350	600	50	300	350	1,300	300	50	150	250	750
Oak Park	650	50	50	150	900	200	-	50	50	300	100	-	50	50	200
Ridgeland	550	50	150	150	900	150	-	50	100	300	50	-	50	50	150
Austin	650	100	600	400	1,750	300	50	250	200	800	150	-	100	150	400
125 Central	550	150	700	550	1,950	250	50	400	350	1,050	250	50	250	150	700
Laramie	450	100	300	150	1,000	250	50	100	100	500	100	-	50	50	200
Cicero	400	100	350	250	1,100	200	50	200	150	600	150	-	100	100	350
Pulaski	250	50	600	400	1,300	250	-	350	200	800	150	-	200	100	450
Homan	150	100	200	100	550	150	-	150	100	400	50		100	50	200
130 Kedzie	150	50	150	100	450	50	-	100	50	200	50	-	50	50	150
Ashland	300	100	200	200	800	150	-	200	150	500	100	50	100	50	300
Halsted	200	100	150	150	600	150	50	100	100	400	100	-	100	50	250
Clinton	750	-	100	250	1,100	150	-	-	50	200	50	-	-	50	100
Total Lake	6,050	1,000	4,250	3,450	14,750	2,850	300	2,250	1,950	7,350	1,600	150	1,300	1,150	4,200
South Elevated															
135 Tech-35	600	150	250	200	1,200	300	50	150	200	700	200	-	100	50	350
Indiana	200	50	150	100	500	150	-	100	100	350	100	-	100	50	250
43	350	50	250	200	850	200	50	100	100	450	150	-	50	100	300
47	450	50	550	400	1,450	250	50	350	300	950	150	50	200	150	550
51	450	50	350	300	1,150	200	-	300	200	700	100	-	100	100	300
140 Garfield	150	50	250	200	650	100	-	150	150	400	100	-	100	50	250
58	250	50	50	100	450	150	-	50	100	300	50	-	50	50	150
Total Tech-35 to 58	2,450	450	1,850	1,500	6,250	1,350	150	1,200	1,150	3,850	850	50	700	550	2,150
Jackson Park															
61	200	50	100	250	600	100	-	50	100	250	50	50	-	50	150
King Drive	550	-	100	150	800	250	50	50	100	450	50	-	-	50	100
145 Cottage Grove	300	50	250	200	800	150	-	150	150	450	100	-	100	50	250
University	250	-	200	150	600	150	-	150	150	450	100	-	100	100	300
Total Jackson Park	1,300	100	650	750	2,800	650	50	400	500	1,600	300	50	200	250	800
Englewood															
Halsted	250	50	250	150	700	200	-	200	100	500	50		100	100	250
Racine	150	50	150	50	400	100	50	50	50	250	50	-	50	50	150
150 Ashland	650	100	600	550	1,900	300	-	350	350	1,000	150	50	250	300	750
Total Englewood	1,050	200	1,000	750	3,000	600	50	600	500	1,750	250	50	400	450	1,150
Total South Elevated	4,800	750	3,500	3,000	12,050	2,600	250	2,200	2,150	7,200	1,400	150	1,300	1,250	4,100
GREEN LINE TOTAL	10,850	1,750	7,750	6,450	26,800	5,450	550	4,450	4,100	14,550	3,000	300	2,600	2,400	6,300
	12,600					6,000					3,300				

Traffic entering Roosevelt for Green Line trains included in line 181 below
Traffic entering Loop stations for Green Line trains included in lines 195 to 206 below

	WEEKDAY IN NOVEMBER, 1993					SATURDAY IN NOVEMBER, 1993					SUNDAY IN NOVEMBER, 1993				
BROWN LINE	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
Ravenswood															
Kimball	1,550	300	1,000	950	3,800	850	50	400	650	1,950	400	50	150	350	950
155 Kedzie	800	100	50	250	1,200	450	-	50	200	700	250	-	-	100	350
Francisco	500	50	-	100	650	150	-	50	100	300	100	-	-	50	150
Rockwell	600	50	-	150	800	150	50	-	50	250	100	-	-	100	200
Western	1,450	150	950	650	3,200	600	50	250	450	1,350	250	50	150	150	600
Damen	850	50	200	350	1,450	350	50	100	200	700	150	-	50	100	300
160 Montrose	950	50	150	300	1,450	400	-	50	200	650	200	-	50	100	350
Irving Park	1,200	100	300	350	1,950	400	-	100	150	650	150	-	50	50	250
Addison	900	50	350	250	1,550	300	-	100	100	500	100	-	50	100	250
Paulina	750	50	50	150	1,000	200	-	-	100	300	100	-	-	50	150
Southport	1,600	50	-	150	1,800	450	50	-	100	600	100	-	50	50	200
165 *Total Kimball to Southport*	11,150	1,000	3,050	3,650	18,850	4,300	250	1,100	2,300	7,950	1,900	100	550	1,200	3,750
Wellington	950	50	50	150	1,200	200	-	-	50	250					
Diversey	1,900	50	550	500	3,000	600	50	200	250	1,100					
Armitage	1,800	450	200	300	2,750	550	-	100	100	750					
Sedgwick	750	50	100	200	1,100	250	-	50	100	400					
170 Chicago	1,150	100	250	450	1,950	550	-	100	100	750					
Merchandise Mart	2,600	50	200	1,050	3,900	400	50	50	100	600					
Total Wellington to Mart	9,150	750	1,350	2,650	13,900	2,550	100	500	700	3,850					
BROWN LINE TOTAL	20,300	1,750	4,400	8,300	32,750	6,850	350	1,600	3,000	11,800	1,900	100	550	1,200	3,750
	22,050					7,200					2,000				

Lines 170 & 171 Chicago and Merchandise Mart includes traffic entering for Purple Line (Evanston) trains
Traffic entering Belmont and Fullerton stations for Brown Line (Ravenswood) trains included in lines 14 and 15 above
Traffic entering Loop stations for Brown Line (Ravenswood) trains included in lines 184 to 206 below
- denotes less than 25 passengers

Entering Weekday, Saturday and Sunday in geographic order by route

Table III continued

			WEEKDAY IN NOVEMBER, 1993					SATURDAY IN NOVEMBER, 1993					SUNDAY IN NOVEMBER, 1993				
			Passengers					Passengers					Passengers				
			Cash					Cash					Cash				
			Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	ORANGE LINE																
	Midway																
	Midway		1,850	100	1,000	800	3,750	850	100	450	450	1,850	750	100	350	350	1,550
175	Pulaski		1,200	400	1,600	700	3,900	350	50	300	250	950	150	50	100	100	400
	Kedzie		450	100	750	350	1,650	200	50	300	200	750	100	50	150	150	450
	Western		450	50	800	350	1,650	200	-	200	200	600	100	-	100	100	300
	35th/Archer		400	50	500	250	1,200	200	-	150	150	500	100	-	50	100	250
	Ashland		100	50	450	200	800	100	-	100	100	300	50	-	50	50	150
180	Halsted		250	-	400	200	850	150	-	150	100	400	50	-	100	100	250
	Roosevelt		300	-	300	400	1,000	150	-	200	200	550	100	-	100	150	350
	ORANGE LINE TOTAL		5,000	750	5,800	3,250	14,800	2,200	200	1,850	1,650	5,900	1,400	200	1,000	1,100	3,700
			5,750					2,400					1.600				

Line 181 — Roosevelt includes traffic entering for Green Line trains

Traffic entering Loop stations for Orange Line (Midway) trains included in lines 183 to 208 below

LOOP ELEVATED STATIONS

			WEEKDAY IN NOVEMBER, 1993					SATURDAY IN NOVEMBER, 1993					SUNDAY IN NOVEMBER, 1993				
			Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	Randolph/Wells																
		Inner	900	-	50	150	1,100	100	-	-	-	100					
		Outer	300	50	50	100	500	50	-	-	50	100					
185		*Total*	1,200	50	100	250	1,600	150	-	-	50	200					
	Madison/Wells																
		Inner	2,000	50	50	300	2,400	100	-	-	50	150					
		Outer	1,450	50	50	250	1,800	50	-	-	50	100					
		Total	3,450	100	100	550	4,200	150	-	-	100	250					
	Quincy/Wells																
190		Inner	1,400	-	50	250	1,700	100	-	-	-	100	50	-	-	-	50
		Outer	1,050	-	50	200	1,300	100	-	50	50	200					
		Total	2,450	-	100	450	3,000	200	-	50	50	300	50	-	-	-	50
	LaSalle/Van Buren																
		Inner	700	50	50	200	1,000	50	-	-	50	100					
		Outer	1,250	50	50	200	1,550	50	-	-	50	100					
		Total	1,950	100	100	400	2,550	100	-	-	100	200					
195	Adams/Wabash		3,100	250	1,050	1,300	5,700	1,050	50	500	500	2,100	450	-	250	250	950
	Madison/Wabash		2,000	150	550	700	3,400	750	100	250	300	1,400					
	Randolph/Wabash																
		Inner	1,150	100	350	350	1,950	350	50	250	250	900	300	50	150	150	650
		Outer	800	50	300	350	1,500	400	50	200	150	800	50	-	100	50	200
		Total	1,950	150	650	700	3,450	750	100	450	400	1,700	350	50	250	200	850
200	State/Lake																
		Inner	1,100	50	650	450	2,250	350	-	400	250	1,000	200	50	450	200	900
		Outer	1,400	50	1,700	700	3,850	450	50	1,000	400	1,900	150	-	750	250	1,150
		Total	2,500	100	2,350	1,150	6,100	800	50	1,400	650	2,900	350	50	1,200	450	2,050
	Clark/Lake																
		Wells	1,250	-	50	250	1,550	950	50	250	350	1,600	500	-	200	250	950
205		State of Illinois Center	4,050	150	750	1,050	6,000										
		203 N LaSalle	2,050	100	300	400	2,850										
		Total	7,350	250	1,100	1,700	10,400	950	50	250	350	1,600	500	-	200	250	950
	LOOP ELEVATED TOTAL		25,950	1,150	6,100	7,200	40,400	4,900	350	2,900	2,500	10,650	1,700	100	1,900	1,150	4,850
			27,100					5,250					1,800				

Lines 183, 186, 189 & 191 — Includes traffic entering for Purple Line (Evanston) and Orange Line (Midway) trains.
Lines 184, 187, 190 & 193 — Includes traffic entering for Brown Line (Ravenswood) trains.
Lines 195 and 196 — Includes traffic entering for Purple Line (Evanston), Green Line, Brown Line (Ravenswood) and Orange Line (Midway) trains
Lines 197 and 200 — Includes traffic entering for Purple Line (Evanston), Green Line (South Elevated) and Orange Line (Midway) trains
Lines 198 and 201 — Includes traffic entering for Green Line (Lake) and Brown Line (Ravenswood) trains
Lines 203, 204 & 205 — Includes traffic entering for Purple Line (Evanston), Blue Line, Green Line, Brown Line (Ravenswood) and Orange Line (Midway) trains
denotes less than 25 passengers

	WEEKDAY Full	Reduced	Transfer	Passes	Total	SATURDAY Full	Reduced	Transfer	Passes	Total	SUNDAY Full	Reduced	Transfer	Passes	Total
SYSTEM TOTAL	213,150	17,500	102,750	99,200	432,600	92,150	5,100	49,250	52,900	199,400	51,200	2,700	34,500	35,600	124,000
	230.650					97,250					53,900				

CASH PASSENGERS - Sources: Agent reports totaled using MAPPER database for the following dates: Weekdays from the week of November 15-19, 1993; Saturdays from November 13 & 20, 1993; and Sundays from November 14 & 21, 1993 Conductor traffic totaled using MAPPER database for the above dates and distributed to stations by means of percentages derived from the Traffic Monitoring Project Traffic entering through coin turnstiles and pass readers was calculated separately from other records Full-fare cash passengers include all passengers required to pay the prevailing adult rate fare (listed in Table V). Reduced-fare cash passengers include children 7 to 11 years of age and, with proper identification, senior citizens, disabled and students (only during certain hours).

TRANSFER PASSENGERS - Sources: Agent reports totaled on MAPPER database for the above dates. Conductor traffic was estimated using percentages of conductor cash traffic derived from the Traffic Monitoring Project which was distributed to stations using the method described under Cash Passengers. Special counts were taken by Hoyne agents of transfer traffic

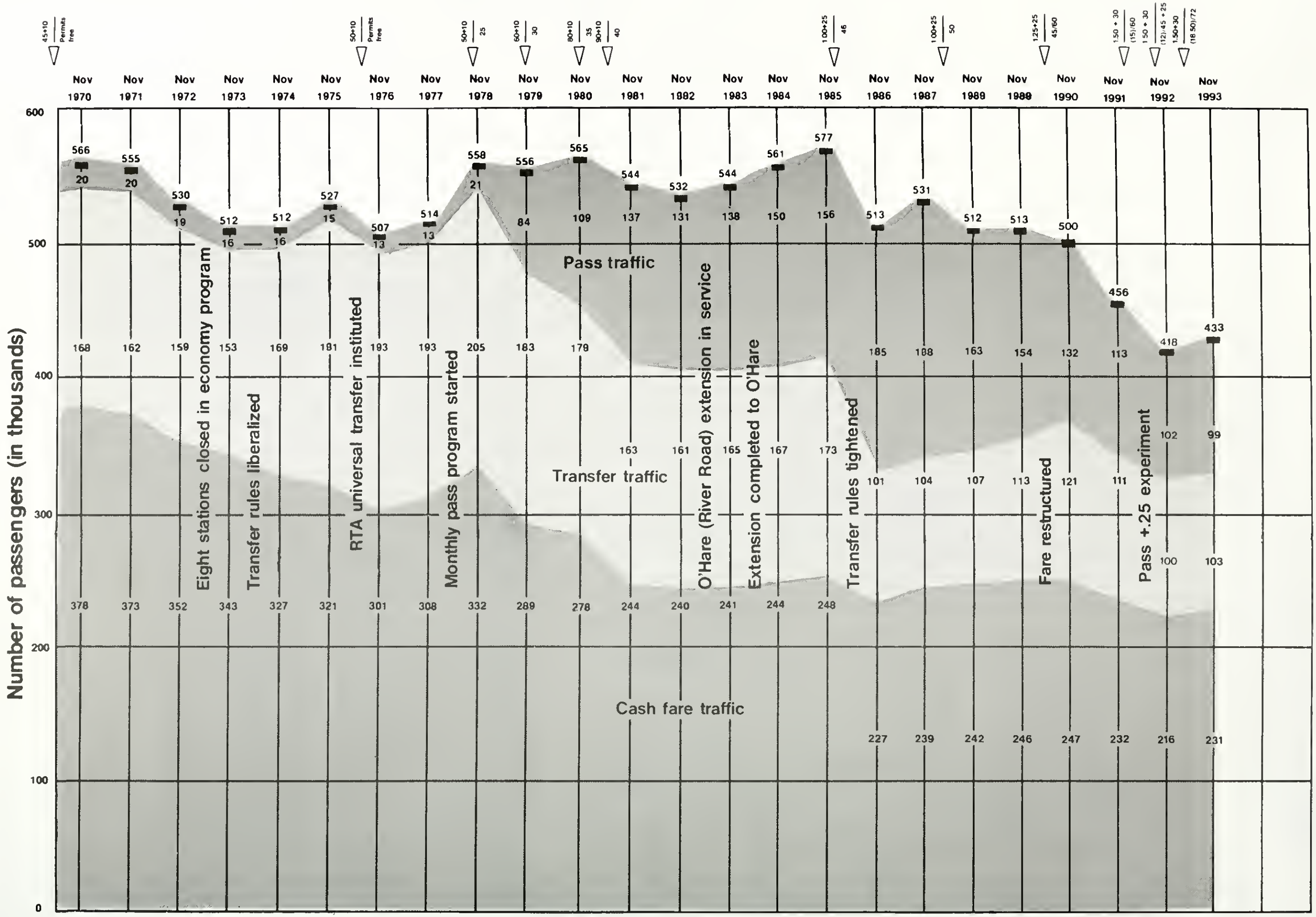
PASS PASSENGERS - Sources. Agent reports totaled using MAPPER database for the above dates Conductor traffic was estimated using the method described under Transfer Passengers. Special counts were taken by Hoyne agents of pass traffic. This category includes monthly pass users as well as CTA employees, police and fire department employees, and other non-fare-paying riders

All figures were rounded to the nearest 50

Blank rows indicate part-time stations or entrances which are not in use on certain days

Table IV

Traffic trend, Weekday



Basic adult fare and transfer charge
Full fare monthly pass
Weekday (Weekly)/Everyday

ABC/RPR
Source data November 1970 to November 1993

3 5556 036 520955

DEMCO